

# The Autocar

1/-



*The Esplanade, Durban.*

## **All that's best from Britain . . .**

In South Africa the old and the new, the primitive and the modern exist side by side in fascinating contrast . . . but the demands of its people for the very best in design and skill is growing each year . . . that is why the Standard Vanguard is so much appreciated in this country of rapid development. Built by the finest engineering craftsmen, tested under the most arduous conditions here is a car that truly represents 'all that's best from Britain.'

*Manufactured by THE STANDARD MOTOR CO. LTD., COVENTRY, ENGLAND.*

*London: 37, Davies Street, Grosvenor Square, W.1. Telephone: Mayfair 5011*



STANDARD CARS • TRIUMPH CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS

THE AUTOCAR, MAY 30, 1952

Don't just stick it.....

**Bostik it!**



**ALL British Car Manufacturers use BOSTIK for one or more of these operations:**

● Sticking draught excluders to doors, boot lids, and sliding roofs. ● Lining floors of boots and tool boxes. ● Sticking running board rubbers to metals. ● Sticking stone guards to rear wings. ● Sticking anti-chafing strips under bonnet covers. ● Sticking floor carpets. ● Sticking anti-drum felt. ● Bulk-head sealing. ● Sealing piping between rear wing and body. ● Drip Mould Sealing.

The BOSTIK System of Adhesion includes Bostik Adhesives, Prestik, and Bostik Sealing Compounds developed to meet the motor industry's never-ending demand for faster, cheaper, and more efficient production methods.



\* The word "Bostik" is a registered trade mark of the

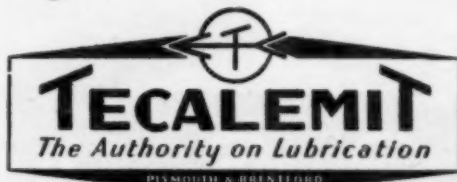
**B. B. CHEMICAL CO. LTD.**, Ulverscroft Road, Leicester





"Save time and money and trouble —  
TECALEMIT, my friend!"

You do the driving—  
leave the dirty work of maintenance  
to a Tecalemit equipped Garage.



THERE ARE OVER 4,000 OFFICIAL TECALEMIT EQUIPPED SERVICE STATIONS

# LOOSE COVERS

*Tartans*

*Bedford  
Cords*

*Nylon*

*Repps*

*Tyans*

*and  
many other  
attractive  
hard-wearing  
materials*

Perfect fit  
guaranteed for  
any make of  
car. Please ask  
for our patterns  
and price list



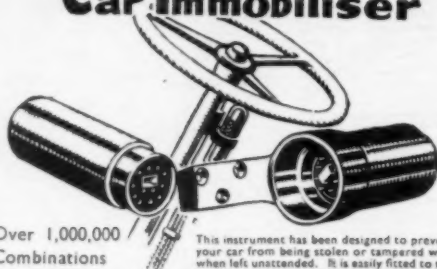
★We have by far  
the widest choice  
of materials.

Write, phone or call

## Car-Coverall Ltd

DEPT. A, 168 REGENT ST., LONDON, W.1. MONARCH 1601-2

## Baffle the Car Thief with the B.M.S. Car Immobiliser



Over 1,000,000  
Combinations

and only the right cap will  
start the vehicle.

PRICE **75/-**  
complete.

Fitted in half-an-hour.

If any difficulty to obtain locally,  
write direct to manufacturers stating:  
MAKE and H.P. of car.

This instrument has been designed to prevent your car from being stolen or tampered with when left unattended. It is easily fitted to the steering column (as illustrated) or other convenient place. As long as the cap is removed the vehicle remains immobilised. In each fitment the connections employed are varied, thus creating an astronomical number of combinations which render it futile for anyone to find the four connections amongst the twelve blind pins the cap contains. The two Patent self-locking spring union nuts prevent access to the coil terminals and consequently the immobiliser cannot be by-passed.

**THE LUNKEN CO., LTD.**

299, GANDER GREEN LANE · CHEAM · SURREY

Phone DERwent 7777-8-9

\*Grams : "Lunken, Sutton, Surrey."

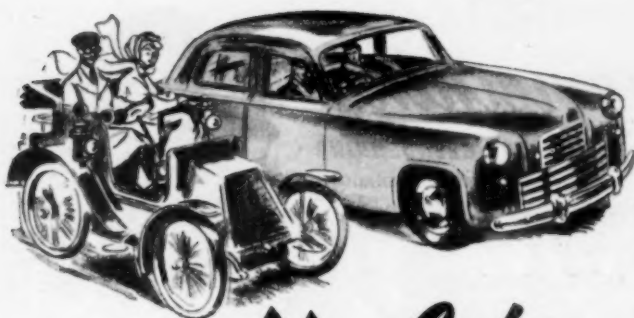
A CHAIN  
OF EVENTS

BEFORE

AFTER

We also repair and machine crank case, valve gearboxes, bearings, tractor rollers, torcs, etc. Quotations supplied. No job too big or too small. Established 1925.

*The*  
**NEW WELDING & ENGINEERING CO. LTD.**  
Hope Crescent Lane, EDINBURGH, 7.  
Telephone : CENTral 3173-4



# Holt's

## HAVE THE ANSWER

### WORN ENGINE

#### Burning Oil?

PISTON SEAL compensates wear by forming a self-lubricating seal in between piston and cylinder, reduces oil consumption, restores compression. Installed in 30 minutes. PISTON SEAL is an interim treatment, endorsed by the entire Motoring Press and gives up to 10,000 miles 'new car' performance.

**Holt's PISTON SEAL**  
Up to 12 h.p. 15/- Over 12 h.p. 25/-  
For Motor Cycles 8/6

#### Boiling Up?

Get overheating under control! Clear choked radiators and scaled-up cooling systems with RADFLUSH, which 'spring-cleans' the rapid, easy, triple-action way. The exclusive RADFLUSH inhibitor protects all metals, including aluminium, during cleansing. Avoid pinking, warped valves and seized rings.

**Holt's RADFLUSH**  
Complete Treatment 8/6

#### Leaky Silencer?

Gun-Gum Plastic Compound mends broken, noisy silencers in a few minutes. No special tools required. No laying up. No dismantling. Stop the noise and dangerous gases with GUN-GUM that sets like a weld withstanding heat, pressure and vibration. It's a finger and thumb repair, but it's permanent!

**Holt's GUN-GUM**  
Junior Size 3/6

### EASY TO APPLY AS PUTTY LOY PLASTIC METAL

#### Permanently repairs

#### DENTED, HOLED, RUSTED METAL

LOY repairs permanently all damaged metalwork in car bodies and wings, pipes, tanks, etc. Applied like putty, adheres permanently, moulds to shape, sets metal-hard, can be filed, drilled and tapped. Water-, oil- and petrol-proof. Rebuild weak and rusted metal with LOY Sheeting as a base for LOY Metal. LOY Solvent is used to thin LOY Metal and to soften LOY Sheeting. A LOY repair is undetectable and outlasts the repaired part!

**Holt's**  
**LOY**

#### PLASTIC METAL

LOY HANDY KIT Containing LOY Metal, Solvent, Sheeting 8/6



LOY METAL - Handy 4/6  
Major 25/-

SOLVENT - Handy 2/6  
Minor 4/6, Major 8/6

SHEETING - Handy 3/6  
Minor 9/-, Major 17/6

### WHEREVER YOU SEE THIS SIGN

you will find the answer to your motoring problems. Your Official Holt's Stockist is ready to serve and advise you. He knows Holt's products and values his reputation too much to try and sell you anything that's 'just as good.'

**To the Trade:** If you are not already a Holt's Official Stockist, write for details; and of the Holt plan for co-operative advertising to:

DOUGLAS HOLT (Est 1919) LTD, (Dept AC52)  
EAGLE ST, LONDON WCI—phone HOLborn 4891/2



### Leaky Radiator?

A repair in 5 minutes while you drive! Simply pour in RADWELD—it forms a permanent repair unaffected by high temperatures, water pressures or anti-freeze. No danger of clogging—contains no ordinary powders or corrosives. RADWELD IS DIFFERENT! Beats leaky radiator troubles safely and surely.

**Holt's RADWELD**  
For cars 3/6. For trucks 6/-

### Cracked Block?

There's nothing simpler than WONDARWELD for repairing internal and outside cracks in cylinders. No dismantling—you simply pour it in, the result is a PERMANENT repair withstanding vibration, heat and pressure. Installed in 30 minutes, WONDARWELD is endorsed by the entire Motoring Press.

#### WONDARWELD

1-pint 8/6 1 pint 15/- Quart 25/-  
Use 1-pt. to every 3-gall. of water capacity

### Kill Battery Corrosion

Regain power lost through dirty terminals! Holt's NO-CRODE kills existing corrosion and prevents further deposits on battery terminals, lugs etc. Ends terminal replacements. Always clean—no mess. Not a grease but an active alkaline neutralizer.

**Holt's NO-CRODE**  
Anti-Corrosive Battery Compound, 3/-

### Spray Glass Clean!

HOLTSPLAY, sprayed on and wiped off with a clean rag, removes mud, dirt, grease, insect stains and fingerprints from windshields, mirrors, windscreens and all glass, leaving the surface crystal clear. Ready for use always—in the garage, on the road and in the home!

#### HOLTSPLAY

Complete in plastic 'Squeeze Pack' Bottle 3/6 Refills 2/6 (Bottle of 12)

FROM GARAGES, HALFORDS BRANCHES, MOTOR ACCESSORY STORES, ETC

*"It's got something"*

says **RAYMOND GLENDENNING**

BRILLIANT B.B.C. SPORTS COMMENTATOR

This gentlemen's gusset casual by Coles Corsair, in the new mahogany shade, is an original and distinctive shoe with an immediate appeal to sportsmen and outdoor men. Also in black leather. Available at Lilley & Skinners, and other good shoe shops. Write for name of nearest stockist.

PRICE **49'9**



**COLES**  
*Corsair*  
REGD.

THE COLES BOOT CO. LTD., BURTON LATIMER, NORTHAMPTONSHIRE, ENGLAND

*Finest  
Engineering Design*



*Finest  
British Craftsmanship*



GORDON TOOLS LTD., ASBAM WORKS  
ROCKINGHAM ST., SHEFFIELD, London  
Office: 88, Church Rd., Acton, London, W.3

## To drive a motor car

under cover of a "GLOBE" COMPREHENSIVE MOTOR POLICY is to be relieved, as far as money can do it, of the risks that beset the Motorist on every yard of his journey.

It gives a broad, comprehensive cover, and is issued by a Company known round the world for its financial strength and the excellence of its claim service.

THE  
**LIVERPOOL**  
AND  
**LONDON**  
AND  
**GLOBE**

INSURANCE COMPANY LTD.

Send for a copy of our new Braking Chart showing the average reaction and braking distances from 10 to 60 m.p.h. free on request.

HEAD OFFICE:  
1 Dale Street,  
LIVERPOOL 2

LONDON  
(Chief Office)  
1 Cornhill, E.C.3

Branches and Agencies Countrywide

# H.W.M.

## FIRST AND SECOND

IN THE INTERNATIONAL DAILY EXPRESS  
TROPHY RACE, SILVERSTONE 1952

(SUBJECT TO OFFICIAL CONFIRMATION)

CONGRATULATIONS FROM FAIRLEY'S  
ON THIS WONDERFUL BRITISH  
ACHIEVEMENT AGAINST FORMIDABLE  
OPPOSITION

*THE CRANKSHAFTS IN THE H.W.M.  
ENGINES ARE MADE FROM STEEL FORGINGS SUPPLIED BY*

# JAMES FAIRLEY

## AND SONS LTD

# FINEST SPECIAL STEELS

SHADWELL ST.  
**BIRMINGHAM**  
Tel: CEN 2843

BRAMALL LANE  
**SHEFFIELD**  
Tel: 20723



MORE MILES PER GALLON

**AC**

WITH AIRCRAFT INSULATOR

**AC**

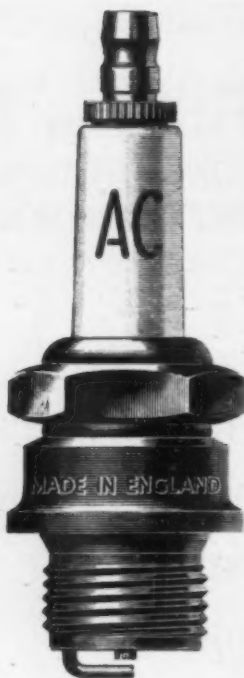
QUICK, CERTAIN STARTING

**AC**

A BRITISH PRODUCT

**AC**

MADE BY GENERAL MOTORS

**AC ALSO MAKE:**

AIR CLEANERS - AIR SILENCERS  
 CRANKCASE BREATHERS FUEL PUMPS  
 SPEEDOMETERS - INSTRUMENT PANELS  
 GAUGES - OIL FILTERS - THERMOSTATS  
 SPARK PLUGS - WINDSCREEN WIPERS  
 DIE CAST PRODUCTS - MOULDED PLASTICS  
 PRESSWORK

# AC

## SPARK PLUGS

AC-SPHINX SPARK PLUG CO., DIVISION OF  
 GENERAL MOTORS LTD., DUNSTABLE AND  
 Southampton, Hants, England

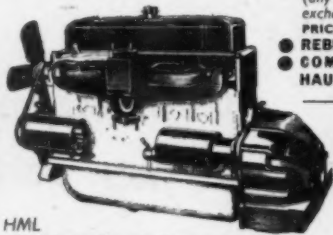
# for VAUXHALL OWNERS

## a new engine and

## superb VAUXHALL service

Here's a service exclusively for VAUXHALL owners, and we suggest that you take advantage of it NOW. It doesn't matter what year your car is. HML up-to-date service is there to give you more years of comfortable motoring.

- **REBUILT ENGINES**  
(any model—any year on)  
exchange unit basis.
- **REBUILT ASSEMBLIES**
- **COMPLETE OVERHAULS** (Respraying, etc.)

**RADIO**

We have a special department for car radio installation and repairs. Trade enquiries invited.

HML  
 really know Vauxhalls

**HAMILTON MOTORS (London) LTD.**

*Vauxhall and Bedford Main Dealers*

400-490 EDWARE RD., LONDON, W.2 109-171 HARROW RD., LONDON, W.1

Telephone: PADdington 0022 (12 lines)



**EITHER IT IS**  
 — or it isn't!

JUBILEE has been our registered trade name for 30 years, and may not be used to describe any other clip.

**THE FINEST CLIP in the world**

L. ROBINSON & CO., (GILLINGHAM) LTD., London Chambers GILLINGHAM, KENT. PHONE 5382



## MOST CARS - MOST PEOPLE...



A crowded car park  
at Newmarket races.



Blackpool Beach at  
the height of the  
season.

## ...COME TO Measham

At Measham you can inspect the widest selection of used cars lined up for immediate sale. At Measham the famous Protection Clause is included in the sale conditions. No wonder over £22,000,000 of vehicles have been bought and sold at Measham in 10 years!

Terms: £1 entry fee per sale for any vehicle and 5% commission only when sold. If desired your car can be collected, valued, valeted, stored, sold and delivered. It's as simple and straightforward as that! Send for details.

### Measham Motor Sales Organisation Ltd

(Chairman: G. A. Hill, M.I.M.I.)

Sales every Tuesday and Thursday—free travel to and from Measham—write for timetables. Except for Vendors, Admission is by Catalogue only—price 2/-, obtainable at the entrances.

Head Offices & Sales Headquarters: Measham, Burton-on-Trent.  
Telephone and Telegrams: Measham 322.

Branch Offices: London—368-370 Kensington High Street, W.14 (near Olympia). Telephone: WEStern 9821. Manchester—30-34 Victoria Street, 3.  
Telephone: Blackfriars 5145/6. Stafford—Walton. Telephone: Milford 293.



"PURCHASERS of motor vehicles at Measham are guaranteed a good title and are offered a protection, to the best of my knowledge, hitherto unknown."

*G. A. Hill*

Please send me the 130 pp. Measham Magazine, with prices made by 1,000 used vehicles and 45 pp. post-war car values. I enclose—  
3/6 for current copy } Cross out which  
2 gns. for annual subscription } does not apply.

NAME.....

ADDRESS.....

D.W./2

For valuation of your present vehicle send for special form. Fee £1—refunded if vehicle is entered for sale at Measham within 21 days of valuation.

# Floataire

RECONDITIONED

## SHOCK ABSORBERS

ALL ENGLISH TYPES  
EXCHANGED BY RETURNFROM **34'2** EACH  
NETT.

Rebushing Linkage 3/6 Extra.

SIX MONTHS' GUARANTEE  
Leaflets upon Request.

### Cooper & Smith

Brook Street, Melton Mowbray, Leicestershire.  
Grams: Floataire Melton. Phone: Melton Mowbray 391.  
Stockists of **ANDRE HARTFORD** Shock Absorbers

# Claude Rye LTD



**NEW BALL ROLLER & THRUST BEARING**  
Over 4,000, all sizes in stock.



**NEW GARAGE INSPECTION LAMP.** Complete with wire protector. Take household bulb. Our price 7/6. Post 1/-.



**NEW EX-USA AIR-CREW SUN GLASSES**  
Crookers. Over 100 pairs. Ideal for motorway and holiday wear. Our price 17/6. Post 1/-.



**FOOT PUMPS**  
EX-W.D. in good condition. C.R. New Heavy Duty. 18/6. Northall Jupiter strong and light. 24/6. W.D. Super Heavy. 27/6. Kismet Lorry. 30/6. Pouching and Post 1/-.



**NEW EX-NAVY DRILL SHORTS**  
2 - buckle fastener. In white or khaki. Price 14/6 post. Post 1/-.



**TOOL KEY**  
Comprising three type levers, size adjustable spanner, pair of pliers, screwdriver, set of 3 D.E. spanners, set of 3 D.E. spanners, 12 3 complete. quality. 51/6. Post 1/6.



**NEW HAND LEVER GREASE GUNS**  
For use with Heavy Duty Lubricants. A very sturdy Gun will force grease through stubborn lipsticks. Present value 22/6. Our Price 29/6. Post 2/-.

**NEW TYRE PRESSURE**  
Calibrated from 10 to 45 lb. Post 6d. **4 11**

**CR1952**  
**NEW RUBBER PLATES**  
Heavy pressed aluminium with raised and polished figures, square or oblong. 24-hour service, post. Post 1/3. No C.O.D. **18/6**

**NEW ALL CHROME WIND LAMPS**  
Listed at 10/-.  
Price **10/6**  
Post 1/-.



**NEW DECARBONISING OUTFIT**  
Invaluable outfit containing valve guide, wire wheel, spark plug, wheel, valve seat, taper and flat brushes. British made, complete in metal case. Price 27/6. 10-piece outfit 47/6. Post 1/6. Not 2 open brushes 12/6. Post 1/-.

Write for new 30-page Illustrated Catalogue. Price 6d.

**895-921 FULHAM RD SW.6**  
RENow 6/74-5-6-7-8

# 'Luxury Look'

## UPHOLSTERY COVERS

Tailored to your personal taste

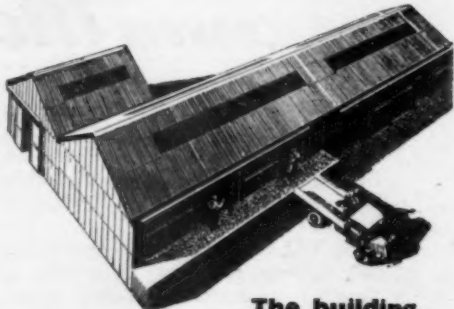
SEND NOW  
for  
**FREE**  
PORTFOLIO  
OF ACTUAL  
SAMPLES



Protect the upholstery.  
Prevent "shine" on clothes.  
Give your car an attractive  
interior appearance—and  
maintain its re-sale value.

USE THE COUPON NOW

To BLANCHFLOWERS, "The Motor People," KETTERING  
Please send patterns and prices of your "Luxury Look"  
Covers for my ..... car ..... model .....  
..... year .....  
Name .....  
BLOCK LETTERS PLEASE.  
Address .....  
Autocar, May 30



The building  
you need...

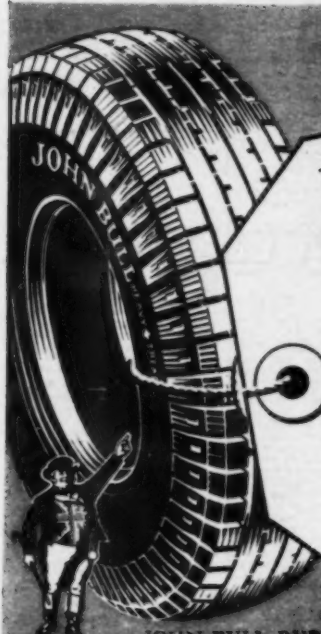
is very likely one of Thorns standard range of Industrial Buildings, which includes new steel structures for factories, stores, garages, timber and asbestos buildings for offices, canteens, halls, etc., and reconditioned Nissen type huts and 'Blister' hangars.

★ Write today, stating details of your requirements and requesting prices of suitable buildings.

## THORNS

J. THORN &amp; SONS, LTD.

Box 103, BRAMPTON RD., BEXLEYHEATH, KENT. Bexleyheath 305  
RD-21



**It PAYS to buy  
JOHN BULL TYRES**  
from your GARAGE for two reasons:

**1** The John Bull policy of direct distribution ONLY through GARAGES eliminates intermediary profits which are passed on to the motorist in the form of—

- ★ better quality materials
- ★ better quality workmanship
- ★ more generous build

**2** When you buy tyres from your GARAGE you contribute towards the installation of up-to-date plant and equipment. This enables those upon whom you depend for all-round maintenance to give you—

- ★ quicker service
- ★ more efficient service
- ★ cheaper service

JOHN BULL RUBBER CO. LTD., EVINGTON VALLEY MILLS, LEICESTER



If it's a matter of  
**BOLTS and NUTS**

Get in touch with  
**GKN DARLASTON**

Guest Keen & Nettlefolds (Midlands) Ltd.  
Bolt & Nut Division,  
Atlas Works, Darlaston,  
South Staffordshire.

Stamp: GKN Darlaston 14TH 1952

Guest Keen & Nettlefolds (Midlands) Limited, Bolt & Nut Division, Atlas Works, Darlaston, S. Staffs. Tel: Darlaston 28

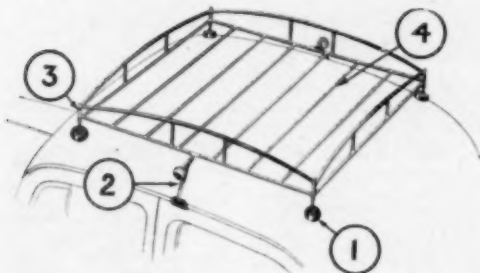
a/c/111



# EVERSURE Removable ROOF RACK

*Models to suit all cars!*

**WITH PATENTED FITTING**



1. SELF ALIGNING FEET.
2. PATENTED CLAMPS.
3. ADJUSTABLE LEGS.
4. STRAIGHT BOTTOM RAILS.

Note how the self aligning feet (1) follow the roof contour. The patented clamps (2) ensure absolutely rigid fitting and the knurled adjusting knobs are easily adjustable by hand—no tools of any kind being necessary for fitting. The adjustable legs (3) can be set to suit the camber of nearly all car roofs. Having straight bottom rails (4) the heavier the weight put on the rack the tighter it grips the car. The flat bottomed rack ensures that suitcases lie flat instead of rocking and chafing. Send for illustrated folder.

**PRICES FROM £7.0.0 to £8.8.0**

**EVERSURE ACCESSORIES**  
KINGSTON ROAD BIRMINGHAM. 9.  
PHONE: VICTORIA 2287 8.9

## ► MODERN LUBRICATION AND YOUR NEW ENGINE



The life and performance of your new or reconditioned engine may well depend on lubrication during the first 1000 miles. Then and then only can you effect that **CONDITIONING** of bearing surfaces that will automatically reduce friction and wear, giving increased power throughout the life of the engine.

### ► HOW IS IT DONE?

Simply by using from the start **RUNNING-IN COMPOUND** and **UPPER CYLINDER LUBRICANT** containing 'dag' colloidal graphite. Leading British and overseas car manufacturers assemble and run-in their engines with 'dag' colloidal graphite. They recommend its continued use during the vital first 1000 miles. Ask your own garage about it. They too will recommend Running-in Compound and Upper Cylinder Lubricant containing 'dag' colloidal graphite—the modern lubricant proved to **CUT MAINTENANCE** and **RUNNING COSTS**.



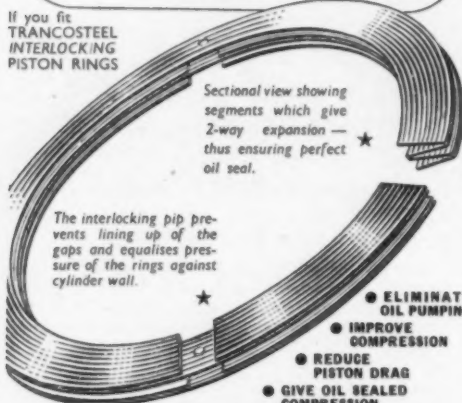
**ACHESON COLLOIDS LIMITED**  
18 · PALL MALL · LONDON · S.W.1

TALAGE



## NEW LIFE FOR YOUR ENGINE

If you fit  
**TRANCOSTEEL  
INTERLOCKING  
PISTON RINGS**



The interlocking pip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

Sectional view showing segments which give 2-way expansion — thus ensuring perfect oil seal.

- ★ **ELIMINATE OIL PUMPING**
- ★ **IMPROVE COMPRESSION**
- ★ **REDUCE PISTON DRAG**
- ★ **GIVE OIL SEALED COMPRESSION**

**TRANCOSTEEL**  
INTERLOCKING  
PISTON RINGS

Write for Descriptive Leaflet and name of Local Fitting Agent to:

**TRANCOSTEEL PISTON RINGS LTD., FARNBOROUGH, KENT.**



When the sun sparkles on the blue water and white sails, the thoughts are easily transported to the open seas. Whether practical yachtsman or merely a deck-chair follower, these two fine books will give hours of pleasurable reading and impart a wealth of authoritative yachting information.

### UNDER THE CABIN LAMP

A Yachtsman's Gossip

By Sir Alker Tripp. Tales and recollections of a distinguished yachtsman, about cruising and racing adventures on the Solent, the Thames, and around the South and East coasts. Illustrated with 15 oil sketches and 40 line drawings by the author.

21s. net By Post 21s. 8d.

### YACHTING WORLD ANNUAL, 1951-2 (Incorporating the "Yachtsman's Annual")

Beautifully produced, this reference work covers the season's activities in ocean and passage racing, dinghy racing, international fixtures, new yacht classes, new designs and every other aspect of sailing. With over 90 photographs and many line drawings.

30s. net By Post 31s. 1d.

Obtainable from all booksellers or direct from: —

**ILIFFE & SONS LTD., DORSET HOUSE - STAMFORD STREET - LONDON S.E.1**

with **FLEXY**  
CAR WASHERS

*flexitergent*  
Autofoam  
& SHAMPOO

**A NEW ERA IN  
CAR CLEANING**

- \* Removes dirt, oil and road film.
- \* Restores and preserves cellulose and chrome.

As easy as washing

- \* AUTO-FOAMED CARSH AMBRIDGE
- \* FRESH FOAMS IN CONCRETE DISPENERS

Obtainable from your nearest Dealer, (Halford's, & Glanville, Cambridge & A.S.S.) on request.

**CLUSTER EQUIPMENT LTD., 2 CHARLOTTE ST., MANCHESTER 1.**

**'neo' BATTERY CAPACITY  
INDICATOR & AMMETER**

FLUSH FITTING IN FACIA OR STEERING COLUMN MOUNTING. INDICATES STATE OF CHARGE, GRADED COLOUR SCALE SHOWS LOW, MEDIUM & FULL. 6 and 12v. STEERING COLUMN MODELS 35/- each. FACIA MODELS 20/- each. STEERING COLUMN AMMETERS 25/- each.

From Garages, Halford's or Direct

**NEO ELECTRICAL INDUSTRIES LTD Manchester 4**

**AWAY WITH ROLLER TOWELS!  
FOR CLEANLINESS, ECONOMY  
& HYGIENE...USE**

**CRESCO  
PAPER TOWELS**

Ideal for every type of classroom. The Cresco Service offers Towels and Dispensers of all types, including Automatic Machines. Also Disposal Units for surgical dressings. Ample supplies always available.

Write to: **CRESCO LIMITED, WORTHING.**

## Speed up your work with a DIXON - BATE TRAILER

TWO-WHEELED TRAILER FOR FAST  
TOWING BEHIND CAR OR JEEP

Work is made easier with a Dixon-Bate trailer and its sturdy build promises years of hard work without trouble. Two-wheeled trailers are made for capacities from 4 cwt. to 30 cwt. and all are fully fitted — including ball coupling, mudguards, number plate, tail light and cable with front connector.



**CAMPING  
TRAILER**  
Model H4G (4 cwt.)  
£54 Complete

**WRITE** to-day for illustrated literature specifying the type of trailer which interests you, to **B. Dixon-Bate Ltd., Chester, 2**

★ We specialize in towing brackets for most modern cars.

## LOOSE COVERS

TAILORED IN CHOICE MATERIALS INCLUDING BEDFORD CORDS AND TARTANS.

**SEND NOW** FOR FREE PATTERN FOLDER WITH FULL INFORMATION.

Please send free PATTERN FOLDER & PRICE LIST POST FREE and no obligation on my part.

NAME .....

ADDRESS .....

MAKE OF CAR .....

YEAR .....

MODEL .....



BLOCK  
LETTERS  
PLEASE (A)

**MILLERS · Car Equipment**

PALMERSTON RD. · SPARKBROOK · BIRMINGHAM 11 (VIC. 1840)



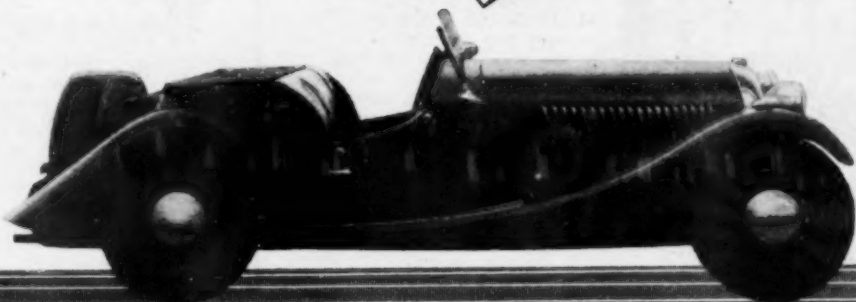
THE SMALL CAR WITH LARGE ENGINE &amp; OUTSTANDING PERFORMANCE

THE SMALL CAR WITH LARGE ENGINE &amp; OUTSTANDING PERFORMANCE

THE TWO LITRE

**Morgan**

PLUS FOUR



*The result of many years experience in small car design is this fine looking model, the performance of which we are proud to say has proved outstanding*

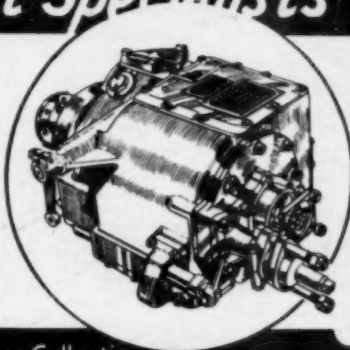
THE MORGAN MOTOR CO LTD · MALVERN LINK · WORCESTERSHIRE

## ★ Pre-Selector Gearbox Replacement Specialists

Crate, despatch and  
receive your unit  
within 48-hours

RAPID RE-CONDITIONING  
SERVICE . . . One Week's  
GUARANTEED SERVICE

TRADE ENQUIRIES INVITED



A phone call will ensure Express Collection  
and Delivery in the London Area

### ARCOT ENGINEERING LTD.

"THE GEARBOX PEOPLE"

169, FULHAM ROAD, LONDON, S.W.3

Telephone:  
KENSINGTON 7301

ARMSTRONG  
SIDDELEY  
LANCHESTER

DAIMLER  
RILEY  
E.N.V.

# LOOSE COVERS

SUPERBLY TAILORED  
FOR YOUR CAR

**Arthur Mulliner**  
LIMITED

BRIDGE STREET, NORTHAMPTON  
Please send patterns and prices of tailored loose covers,  
including Tygans, Tartans and Bedford Cords.

MAKE, MODEL & YEAR OF CAR

NAME

ADDRESS

DATE

POST TODAY!

## LOOK OUT for Britain's Brightest Holiday Magazine

SUMMER PIE is coming! Big—gay—the only magazine of its kind in the world... 96 big pages of perfect entertainment for the family—beautifully printed with pages in full colour and packed with everything you enjoy most. And it's only 1/6d.—absolutely sensational value! Order now from your newsagent.

These are among the "highspots"—

- Brilliant complete stories by VICTOR CANNING, J. B. MORTON ("Beschomber" of the "Daily Express") and four other famous writers.
- TED RAY—hilariously—on himself!
- GLAMOUR GIRLS in full colour!
- Dozens of joke drawings by the pick of British and American humorous artists.
- Features and articles by top-class journalists and photographers... illegal-whisky search—amazing flower pictures—spying behind the Iron Curtain, etc.
- Superb Illustrations by Rowland Hilder, R.I., Clixby Watson, Ronald Lampitt, Clive Upton, George Dutton, Harry Fairbairn, etc.
- 5 PAGES IN FULL COLOUR

## SUMMER PIE

On Sale June 12—96 Pages, 1/6

(All profits to charity)

## CALLING ALL MOTORISTS!

Are you equipped  
with the

## OPISOMETER (MAP MEASURE)



the neat Nickel Plated instrument which calculates in a trice the distance you wish to travel over land, along water-ways, etc.

So Simple to Use—and costs only

16/6 post free.  
Air Mail 3/- extra

Distances on Geographical Maps and Charts immediately ascertained by running the wheel at base of the Opisometer over the route to be taken, which will then indicate on the dial the exact distance in proportion to the scale on the map.

Graduations: Miles, Kilometres, Nautical miles (double sided).

Fits easily into the pocket.

REALLY INDISPENSABLE TO ALL  
WHO DRIVE—

and most useful to those who walk!

Obtainable from:

**EDWARD MARCUS LTD (A)**

38, QUEEN VICTORIA ST., LONDON, E.C.4,  
or 48, LIVERPOOL ST., E.C.2.

## COLLIER'S

Universal  
HOSE  
CLIPS

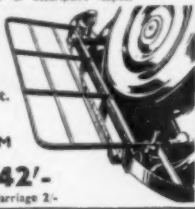
Type "C"—for  
4 1/2 inch to  
5 inch hoses—  
other sizes available.

**COLLIER & COLLIER LTD**  
NORTH MORETON, DIDCOT, BERKS.  
*(the makers of Colliers Worm Drive Rear Clips)*

## Fit a 'FRAMAC' LUGGAGE CARRIER

Write now for descriptive leaflet.

FRAMAC  
MOTOR  
ACCESSORIES  
MANDALAY St.  
BASFORD  
NOTTINGHAM



EASILY  
FITTED

42/-  
Carriage 2/-

## WORTH KNOWING !

OUR SPARES SERVICE TO

## AUSTIN 7 OWNERS

Immediate delivery of all new  
SPARES for SEVENS

Write for free lists.

**J. FAIRLEY & SONS LTD.**

JOHN STREET, SHEFFIELD  
Sheffield 22676



## PALADIN PIXY

THE IDEAL LIGHT CARAVAN  
FOR TOURING

PLEASE SEND DETAILS OF THIS AND YOUR OTHER  
LATEST CARAVANS

TO

address change to  
A.J. BAYLISS & SON LTD 707 WARWICK RD. SOULHULL

PRICE  
£199.10.0  
HIRE PURCHASE TERMS  
ARE AVAILABLE



**A.J. BAYLISS & SON LTD.**

707 Warwick Road  
Soulhull  
Birmingham B66 4 400  
Days 1-5

Country Road 126 Corporation Street  
Birmingham B5 4 400  
Days 1-5



The original  
& the best—

## BATLEY CONCRETE GARAGE

FREE DELIVERY  
IN  
ENGLAND & WALES

With the help of a spawner and a friend you can so easily erect a Batley Garage. No parts to fit in the ground; simply bolt the units together on a level, firm foundation and you have a garage to last a lifetime without further attention or cost.

Deferred terms available.

Send for fully descriptive Brochure to:—  
**ERNEST BATLEY, LTD., 40 Colledge Road, Holford, Coventry.**  
Telephone 8924/6



*What's* IN A NAME?

A good name is won and retained by a consistently maintained standard of Quality. Craftsmen know the value of a tool that bears the good name—GARRINGTONS.

**THE MERLIN OPEN-ENDED SPANNER**  
 Latest improvements in design. Heat treatment and finish. Long jaws, thin head and close limit nut clearance.  
 Manufactured in Whitworth, American and Metric sizes.

*Quality* - IF IT'S

**Garringtons**  
HAND TOOLS

GARRINGTONS LIMITED • DARLSTON & BROMSGROVE

Write for illustrated Lists.

## This need not happen to you

Ignition failure is the most common cause of breakdowns on the road. Deterioration of the ignition system is gradual and unnoticed, so failure therefore comes without warning.

The 'ENGLISH ELECTRIC' electronic ignition tester is a safeguard against this. It "looks" into the ignition system, and is the only tester with a cathode ray tube showing on a screen the exact state of the car ignition. A test is carried out under working conditions and gives a complete diagnosis of faults, and at the same time a warning of impending failure.

Faulty ignition is responsible for poor engine performance and can account for as much as 25% increase in petrol consumption.



## 'ENGLISH ELECTRIC'

### ELECTRONIC IGNITION TESTER

Have your ignition tested regularly at your garage by this method and ensure  
**AVOIDANCE OF IGNITION BREAKDOWNS**  
**IMPROVED ENGINE PERFORMANCE**  
**MORE MILES PER GALLON**

The ENGLISH ELECTRIC Company Limited, Queens House, Kingsway, London, W.C.2. Industrial Electronics Dept., Stafford.



**"Signs of the times,  
I call them!"**

"Wherever you see one of these signs, it means that a Nuffield Dealer is ready to give you the advice and service which are so vital to motorists. There are 3,000 of us in Great Britain, and our job is to keep the cars that are on the road *on the road!*"

Your present Nuffield model is very well built, and for that very reason there may be all the more temptation to neglect it. Why not call in for a check-over? Our advice is free, and if we find your car is running sweetly the last thing we want to do is to interfere with it! But if it needs some small adjustment, remember that 'a stitch in time . . .'

Our mechanics are factory-trained in the sort of maintenance your car should have, and if you need a replacement, you'll find we use only genuine spare parts, and not imitations."



**3,000 NUFFIELD SERVICE DEPOTS**

**are ready to serve you**



**EDITOR****H. S. LINFIELD****MIDLAND EDITOR****A. G. DOUGLAS CLEAVE,**  
B.Sc., A.M.I.Mech.E.**CONSULTING AND  
TECHNICAL EDITOR****MONTAGUE TOMBS****ASSISTANT EDITOR****MICHAEL BROWN****Editorial, Advertising and  
Publishing Offices:****DORSET HOUSE,  
STAMFORD STREET,  
LONDON, S.E.1.**Telegrams: Autocar, Sedist, London.  
Telephone: Waterloo 3333 (40 lines).**BRANCH OFFICES:****COVENTRY**8-10, Corporation Street.  
Telegrams: Autocar, Coventry  
Telephone: Coventry 5210.**BIRMINGHAM, 2.**King Edward House, New Street.  
Telegrams: Autopress, Birmingham.  
Telephone: Midland 7191 (7 lines).**MANCHESTER, 3**260, Deansgate.  
Telegrams: Hiffe, Manchester.  
Telephone: Blackfriars 4412 (3 lines).  
Deansgate 3595 (2 lines).**GLASGOW, C.2**26b, Ranfield Street.  
Telegrams: Hiffe, Glasgow.  
Telephone: Central 1265-6 (2 lines).**ANNUAL SUBSCRIPTION**Home and Overseas: £3 5s. 0d.  
Canada and U.S.A.: \$10.  
(As present subscriptions can be  
accepted only for overseas).**In This Issue**

Putting the Turbocar into Focus ..	654
Luxembourg Grand Prix ..	658
Disconnected Jottings ..	660
Lisbon Rally ..	663
Weekend Sport ..	664
Interesting Competition Cars:	
R.G.S. Atalanta ..	665
Easiest Island ..	668
Whitsun Sport ..	671
Service Viewpoint ..	672
Repairing Paintwork ..	673
Correspondence ..	676
The Sport ..	680

# The Autocar

FOUNDED 1895

No. 2948

FRIDAY, MAY 30, 1952

Vol. XCVII

## How Stands the Turbine?

**C**URRENT developments in various industrial applications of the gas turbine are increasing interest in the future of the turbocar. The Rover company demonstrated that it was a possibility over two years ago. But they wisely refrained from being over-optimistic of its future and, indeed, made it clear that some years must be devoted to further research and experiment.

The gas turbine is, however, being intensively developed for industrial, marine, railway locomotive and other purposes under the aegis of the Ministry of Fuel and Power. As news of progress filters through to the general public those members of it who take an interest in the modern car—as distinct from being merely users of it—naturally wonder if the time when the turbocar will be a catalogued model is near. When they have read the review of the gas turbine current position in this issue they will appreciate that the problems involved in a small turbine-compressor unit still remain very difficult of solution.

With large units developing many hundreds of horse power the situation is different in many respects. Compressor and turbine efficiencies will be higher in the large units. The provision of a heat exchanger, to recover heat from the exhaust efflux which would otherwise be wasted, is more easily possible, so that the overall thermal efficiency of the plant can be raised.

It must be realized that gas turbine engineers have a harder task in competing with the internal combustion piston engine than with prime movers employing steam. The thermal efficiency of the modern car engine is in the region of 25 per cent, or slightly more under favourable conditions, but the small gas turbine without a heat exchanger would be doing well to attain half this standard. On the other hand, a railway locomotive averages only about 5 per cent thermal efficiency in operation. It would appear probable, therefore, that gas turbine locomotives will be in general use before gas turbine cars become common objects.

To comfort the enthusiasts for things new it may be reiterated that research on large gas turbines will have a beneficial effect on much smaller units.

## Forms and Procedures

**T**HE contemporary affliction of cumbersome procedures, which gives rise to criticism, particularly from overseas, is well illustrated by the experience of a staff member of this journal last year. Six weeks before leaving on a Continental holiday he applied to the manufacturers of his car for a spares kit; two months after his return from the Continent the spares were still arriving at his home, each preceded by a delivery note and succeeded by an invoice. In the end the flow was stopped by an irascible letter calling for the return of what was left of his deposit after the legitimate charges for carriage had been made. This type of thing is illustrative of the mania for "correct" business procedure which results in a proliferation of departments, each of which slows down the work of the next. In the interests of real efficiency it is time that this country, and particularly the motor industry, remembered that the best thing to do with dead wood is to burn it.

Rapid service and supply are essential to the well-being of both home and export markets, and if any precedence is necessary owing to current shortages, it must, of course, be accorded to the overseas customer. There are shining examples of individual orders being fulfilled by air to distant parts in a very few hours, but even more satisfactory from the point of view of all concerned is an ample supply of spare parts available in the customer's own country, and with it the knowledge of the product that makes repairs a matter of rapid certainty. We should like to feel that everything was satisfactory in this direction, but it seems not; notable gaps exist even in leading markets.

The difficulty of providing adequate representation should not be minimized, but there is no need to add to it by complicated processes at head offices.



*Part 1. Great progress is being made in the development of the gas turbine for industrial purposes. Its use for road vehicles presents many difficulties and it will still not be "next year's model."*

## PUTTING THE TURBOCAR



## INTO FOCUS

By

A. G. DOUGLAS CLEAVE,

B.Sc., A.M.I.MECH.E.

The first turbocar in the world was demonstrated by the Rover company in March, 1950. On the left is the cockpit, from which the clutch is eliminated. The number of dials on the fascia is explained by the fact that the car was designed as a mobile laboratory. At the top of the page are Mr. R. F. Bell and Mr. Maurice Wilkes, Turbine Engineer and Chief Engineer of the Rover company respectively.

ONE result of the wide publicity given to the inauguration of B.O.A.C.'s Comet jet air liner service to South Africa has been to catch the public imagination regarding all forms of swift travel. This has also been stimulated by descriptions of the gas turbine locomotive which British Railways now have undergoing trials, of marine vessels similarly powered, and of large gas turbines which are being built for industrial power purposes.

Indeed, it is becoming evident that the gas turbine is likely to become one of the important prime movers of the present age. This is not altogether surprising, because it is not, as so many appear to think, a new invention, but is quite an old one, has been in practical existence for some fifteen years, and has been the subject of much development and experiment. Indeed, before the war the Swiss firm Brown Boveri had built a gas turbine industrial generating set installed below ground at Neuchâtel. A gas turbine-driven locomotive built by Brown Boveri was undergoing operational trials on the Swiss railway system shortly afterwards.

It is not intended to delve into the history either of jet reaction or of the gas turbine; the former was known to the ancients, and there have been many designs for gas turbines long before the constructional materials available made them possibilities. The work of Air Commodore Sir Frank Whittle is well known and may be said to have started in 1930 with the taking out of his first patent, apply-

ing the gas turbine to jet propulsion, the first B.T.H. turbine-compressor to his design running on the test bed in 1937.

However, there is undoubtedly an increasing interest in the possibilities of the gas turbine for the propulsion of cars and other road vehicles. It is, therefore, opportune to examine the work which has so far been accomplished in this particular application of such a revolutionary prime mover, and to attempt to evaluate on the one hand the advantages which are likely to accrue from it and on the other hand the difficulties which undoubtedly remain to be overcome before the turbocar can be regarded as *un fait accompli*.

### On the Road

At the present time road vehicles powered by gas turbines are in experimental road use in this country, in France, and in the U.S.A. Already sufficient data have been amassed from them to form the subject of several Papers read before professional engineering associations. That there is considerable promise in the results so far attained is beyond doubt, but it is equally certain that much progress remains to be made before the automobile gas turbine can equal, let alone surpass, the reciprocating piston engine.

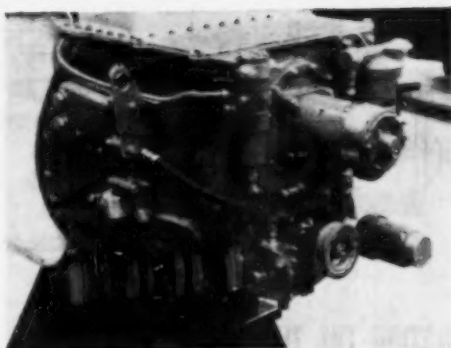
In this country the Rover company deserves great credit for its courageous policy in pioneering the turbocar, a policy



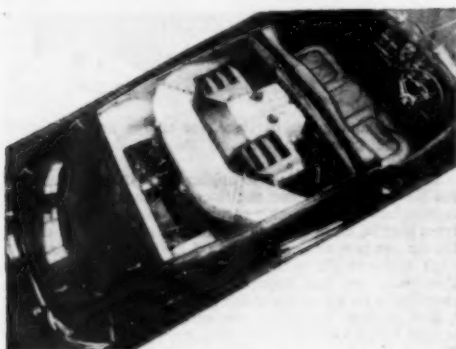
which was initiated as long ago as 1946, or even earlier, because the first Rover gas turbine unit of 100 b.h.p. output, designed for use in a car, had completed prolonged bench tests very early in 1947. The Rover company had, during the war, the leading part in developing the early Whittle design to an advanced stage for production, and was, therefore, in an advantageous position to continue working in this new field.

The first demonstration runs of the Rover gas turbine in a car were described in *The Autocar* of March 10 and March 17, 1950, although this was a slightly larger unit of 185 b.h.p. of the same general design. Actually it was on March 8, 1950, that the performance of the Rover turbocar was officially observed by the R.A.C. at the M.I.R.A. proving ground near Nuneaton. The time taken to start the turbine and run up to idling speed of 7,000 r.p.m. was 13.2 sec; the car moved forward in a further 3.4 sec. Five laps of the 2.75-mile circuit were made and a speed of more than 85 m.p.h. was easily attained, although no attempt was made to ascertain the maximum speed possible. Acceleration from rest to a speed of 60 m.p.h. took 14 sec.

In the U.S.A. the Boeing Airplane Co., also in 1950, had a gas turbine of 175 b.h.p. installed in a Kenworth commercial vehicle chassis. That vehicle has now been in experimental operation for more than a year and has covered over 15,000 miles in 550 hours of running time, mostly with



One the most attractive features of the gas turbine unit is its compactness, demonstrated by this exhibit of the Rover example at the Geneva Show in March. However, the compactness is confined to the unit, for the ducting is space-devouring as would be a heat exchanger.



In this view of the Rover turbocar the air intakes from the sides are plainly seen and also the twin exhaust stacks.

a trailer, and pulling a total load of 68,000 lb or just over 30 tons. As is to be expected, valuable data have been accumulated from such an extensive and intensive trial, and a number of Papers dealing with the results have been read before the S.A.E.<sup>1,2</sup>

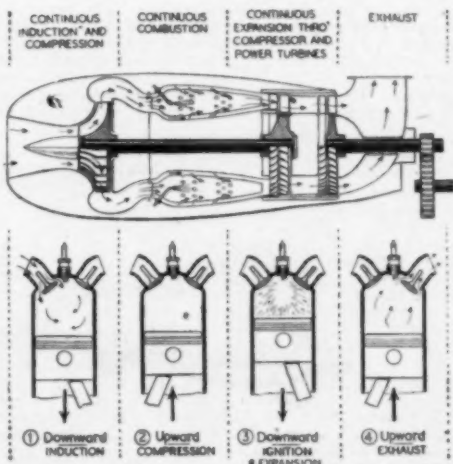
The first small gas turbine produced for light aircraft was a French design, the now famous Turboméca, the manufacturers of which are now working on a design for road propulsion. This has some particularly interesting features and the manufacturing rights in the U.S.A. have been acquired by Continental, the well-known engine manufacturers.

From the foregoing details it is evident that road vehicles powered by gas turbines are hardly beyond the laboratory stage, although in three cases actually undergoing intensive trials on the road. At the same time it must be appreciated that not one of these vehicles is yet in production. Furthermore, it is very unlikely that any of them will be in production for some years, and that opinion is no more widely or strongly held than by those who are responsible for their present stage of development. It is necessary to

emphasize that opinion because the very nature of the gas turbine itself, and the applications of it which are being made in other spheres than road transport have a fascination which is apt to lead the non-technical observer to regard the turbocar almost as "next year's model."

To appreciate both the attractions which the gas turbine offers for road vehicles and the difficulties which remain to be overcome it is necessary to understand something of the principle on which it operates. Briefly, a rotary compressor takes in air and forces it at a pressure ratio of about 4 to 1 into combustion chambers into which the fuel, usually kerosene, is sprayed at high pressure. The fuel burns continuously and the tremendous heat developed causes rapid expansion of the air, which is supplied in great volume and far in excess of that required for combustion. The air and the products of combustion then pass at greatly increased velocity through the stationary guide vanes which

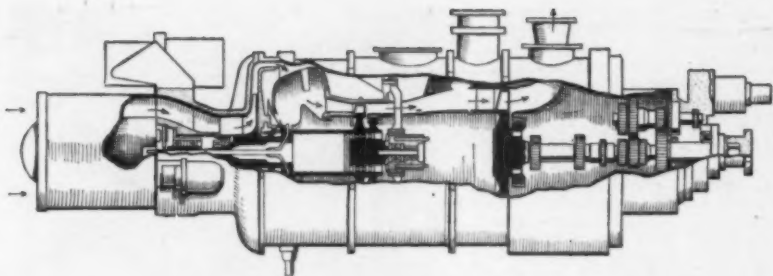
This diagram compares the operation of a turbojet with the four-stroke cycle of the internal combustion engine. In the compressor-turbine unit of the turbojet the various functions are continuous, but in the i.c. engine the strokes are intermittent.



<sup>1</sup> S.A.E. Journal, Nov. 1950, pages 50-54. "More Payload for same GVW Possible with Truck Turbines," by W. M. Brown.

<sup>2</sup> S.A.E. Journal, Oct. 1951, pages 24-25. "Latest Facts about Turbine Driven Trucks," by R. C. Norris.

<sup>3</sup> S.A.E. Journal, Jan., 1952, pages 29-33, and Feb., 1952, pages 35-35. "Gas Turbine Truck," by Henry C. Hill.



A promising French design is the Turboméca, which has an annular combustion chamber into which the fuel passes by centrifugal action through the hollow shaft.

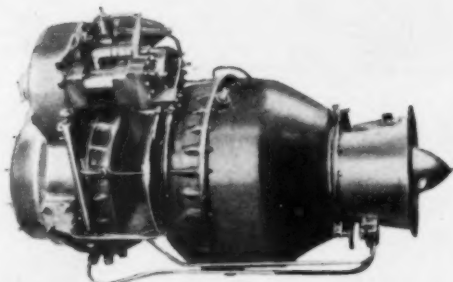
## PUTTING THE TURBOCAR INTO FOCUS . . .

. . . . continued

direct it against the blades of the turbine wheel, which is caused to rotate at high speed and which is coupled to and drives the compressor.

It is not desired to confuse the issue by introducing a dissertation on jet propulsion, but rather to make clear the difference between jet propulsion of an aircraft and turbine propulsion of a vehicle, a matter on which there is sometimes confusion in the lay mind. The accompanying pictorial comparison of the functions of a jet unit with the four-stroke cycle of a reciprocating piston engine shows that in the jet unit the power flow is continuous, whereas in the piston engine it is intermittent. But the illustration also helps to make clear what happens to the heated mass of air as it leaves the turbine. It must be realized that in a compressor-turbine unit for jet propulsion all the power developed by the turbine is absorbed in driving the compressor and the auxiliary units, such as the fuel pump and so on. The heated air is still expanding as it leaves the turbine and it emerges from the tail nozzle as a high-velocity jet. The velocity may be of the order of 1,800ft per sec, or 1,227 m.p.h., and the temperature of the air may still be as high as 500 deg C (932 deg F). Hence the scorched runway of the airfield where jet-propelled aircraft have taken off.

With a gas turbine installation for a car, or for other purposes where shaft power is required, the efflux from the turbine driving the compressor is directed against a second turbine wheel, which has no mechanical connection with the first, or compressor-driving, turbine. The power developed by the second, or power turbine as it is usually termed, is conveyed through suitable reduction gearing to the driving axle of the car, or of a locomotive, or to whatever machine is required to be driven for industrial purposes. For aircraft use a propeller may be so driven. The efflux from the power turbine will, of course, be reduced

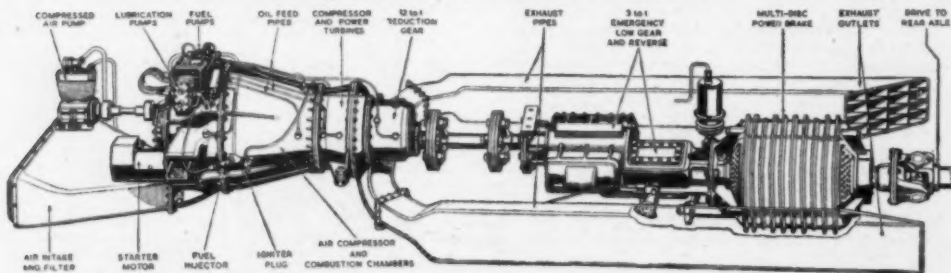


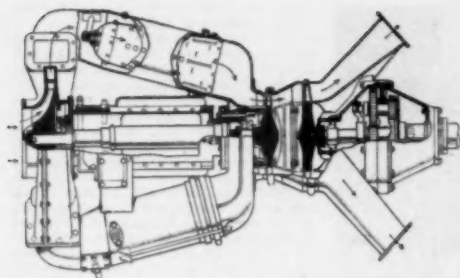
in velocity and in temperature, for energy has been given up to the power turbine and the air has still further expanded.

In the three road vehicle applications already described, the Rover turbocar, and the Boeing-Kenworthy and Laffly commercial vehicles, the turbine arrangement is of this type; that is, there are two turbine wheels, the first driving the air compressor and the second the rear axle through its shaft and suitable reduction gearing. In the Turboméca also there are two turbine wheels, but the combustion chamber is an annulus and the fuel is led into it through the hollow shaft of the compressor-turbine. As this is rotating at high speed the fuel is very uniformly distributed throughout the annular chamber, and the heating of the air mass and of the structure of the turbine is, therefore, also very uniform, thus helping to avoid distortion through uneven heating.

The Rover unit is particularly compact, as will be seen from the sectional illustrations of it, and as many who may have seen it at the Brussels or Geneva exhibitions will agree. In place of the single Shell-Ricardo combustion chamber in the marine version two Lucas chambers are used, when it is mounted in a car, so as to give a reduction of overall height. Its weight is about 450 lb. The original 100 b.h.p. unit was 36in long, 20in high and 18in wide, and

A sensation of the Paris Salon in October, 1951, was the appearance of the Laffly commercial vehicle chassis driven by a gas turbine. This also has a free turbine wheel for producing the propulsive power. A feature of the transmission is a friction brake which is applied automatically when the accelerator is released.



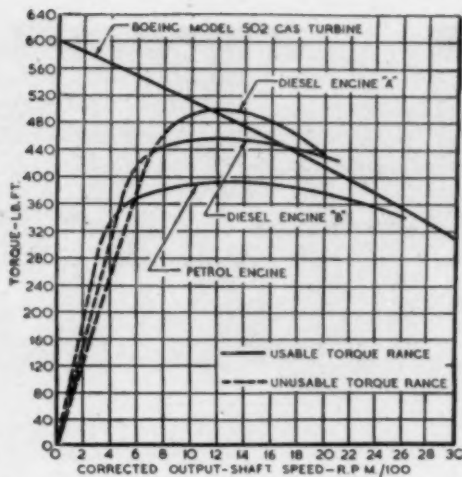


In this section of the Boeing turbine the centrifugal compressor is shown at the left and the air passes through combustion chambers to the first turbine wheel and thence to the second turbine wheel seen on the right immediately ahead of the epicyclic reduction gear.

weighed 475 lb. Diameter of the compressor-turbine wheel was 5 in and the designed speed was 55,000 r.p.m., although a speed of 70,000 r.p.m. was attained.

It may be wondered why a second turbine wheel should be introduced and why power is not taken direct from the shaft of the first turbine. The reason lies in the torque characteristics of the turbine and the compressor. The turbine produces its maximum torque when it is stalled, and the torque decreases as speed increases. For starting from rest, or at other times when maximum torque is required, the effect of the load would be to reduce the speed of the turbine, which is just what the compressor does not require. But by having two turbines the desirable can be attained; the compressor-turbine is unaffected by variation of load and the power turbine can develop its normal high torque at low speeds.

The free turbine layout does, in fact, form a satisfactory torque converter, and the orthodox friction clutch and gear box essential with the piston engine are eliminated, although it may be desirable to have an emergency low gear in order to obtain a sufficient ratio of torque multiplication for severe gradients, and a reverse gear, of course. This reduces the pedal controls to two, accelerator and brake, and it replaces the gear lever by a simple control.



These curves give a comparison of the torque of the Boeing gas turbine with those of comparable reciprocating engines. The gas turbine torque is highest when stalled.

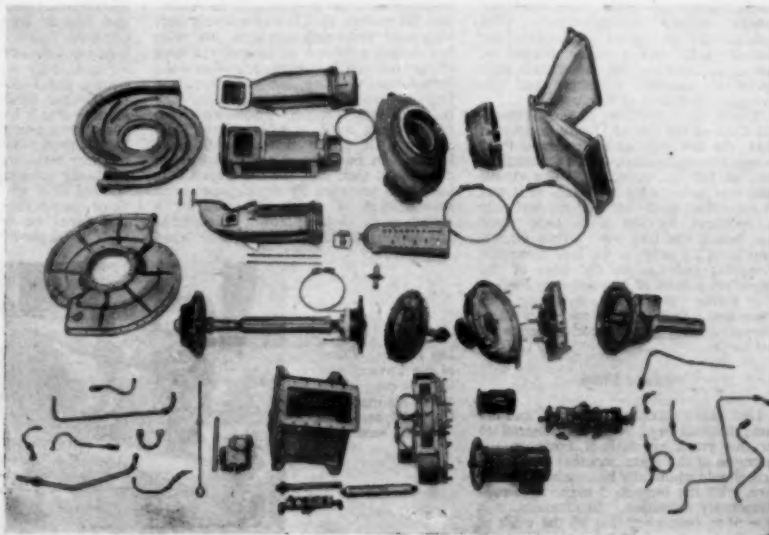
Here, then, we begin to see some of the attractions of the turbocar: (1) Simplification of the transmission—almost to automaticity—as far as the driver is concerned; and (2) two-pedal control.

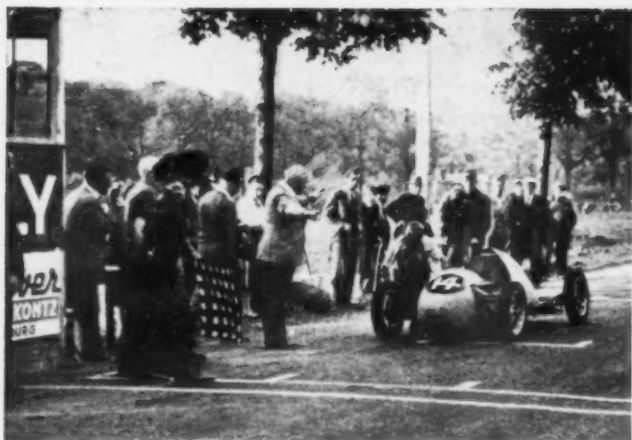
To these we can at once add certain others which are obvious: (3) Smooth running owing to rotary, instead of reciprocating, motion; (4) a very simple lubrication system, since there are only a few lightly loaded bearings to be supplied, and an infinitesimal oil consumption; (5) no engine water cooling system or radiator, and no need, therefore, for anti-frost precautions in winter; and (6) easy starting.

There are other advantages which are less obvious, such as (7) small overall dimensions, and (8) lower weight.

*To be Concluded*

All the components that go to make the Boeing 502 gas turbine. In spite of their fundamental simplicity, many of them call for very precise manufacture. The Boeing turbine has completed long-distance road testing in a commercial vehicle in the United States.





Don Parker wearily heaving and struggling to push his Kieft over the finishing line, to finish fifth in the final. A. E. Moss, Stirling's father, watches and restrains the spectators from rendering unauthorized assistance.

## LUCK AT LUXEMBOURG

*Les Leston Wins the Only Formula 3 Grand Prix for Cooper After a Keen Struggle*

**W**HEN a tiny and highly individual state like the Grand Duchy of Luxembourg decides to hold its own national Grand Prix race, the result is bound to be interesting. Luxembourg itself is a land of fascinating contrasts and scenic surprises; its capital city is a mixture of broad boulevards, modern hotels, shops and night clubs, and the narrow, steeply sloping streets, with architecture of great antiquity, an ancient castle and a rabbit warren of catacombs, such as are associated with novels of romantic adventure and the imaginary kingdom of Ruritania.

Wisely, the committee of the Automobile Club of the Grand Duchy decided in 1951, the first year of their Grand Prix, to concentrate, to start with, on formula 3 cars, of 500 c.c. capacity. The circuit used was no stranger to racing, as it was on the self-same course that the first race to be held by the club took place just before the last war. This circuit, measuring 2.3 miles to the lap, is roughly triangular and lies on the edge of the municipal airport of Luxembourg-Findel; it is a true road course, including both down and uphill sections, two very acute hairpin corners and a good selection of fast bends

### Future Plans

Last year's race was successful, and the same formula was therefore adhered to for this year's event; it is, however, the intention of the organizers that the Grand Prix should eventually become a formula 2 race, with the formula 3 event as a supplementary attraction. Incidentally, it is as well to remember that all the work of organization of these race meetings is

carried out by approximately two men and seven girls—a remarkable feat which owes much of its success to the ubiquity of the hard-working secretary, M. Jean Pétin.

It was in this atmosphere of cheerful enthusiasm, then, that the twenty-seven entrants in this year's Grand Prix gathered together at the circuit on Ascension Day, May 22. It was a lovely day, with blue skies and sunshine, but with just sufficient breeze to temper the heat of the sun. Of the entrants, sixteen were British, one German, one American, one Italian, two Dutch, two French, one Belgian, one Danish, and two from Luxembourg itself; a truly international assembly, if rather biased in Britain's favour. In fact, the day was British in more ways than one, for the Grand Prix itself was preceded by three motor cycle events, each of which was won by a British rider. A large crowd, estimated at approaching 20,000 people, had gathered

round the circuit, all the points of vantage being crammed to capacity.

The practice for the race had revealed the usual mixture of frantic work in some *équipes* and complete tranquillity in others. Stirling Moss, driving D. F. Annable's Kieft in place of the original prototype, which was virtually written off in the multiple crash at Brussels two weeks ago, was troubled by braking malaises and a series of irritating small faults; Peter Collins seized the new Norton engine in his J.B.S., and Les Leston did likewise for his Cooper—fortunately they both possessed spare units. Ken Wharton, driving a Mackson for the first time, made many experiments with suspension settings and tyre pressures, while the problem of gear ratios occupied the minds of almost everyone, it being almost if not quite impossible to achieve correct gearing for all parts of this circuit with its widely varying characteristics. The only stable without any apparent problems was the *Ecurie Richmond*, the Coopers of Alan Brown—last year's winner—and Eric Brandon making the two fastest practice times and appearing perfectly happy. But there is an old adage in motor racing to the effect that if everything goes well in practice, trouble will ensue during the race, and subsequent events certainly proved the truth of this.

The race was run in two twelve-lap heats with a twenty-five lap final, for which the first six finishers in each heat were eligible. In the first heat were the Coopers of Brown, Coombs, Rippon, Samuelson, Buytendyk, Adolf Lang and Ninian Sanderson; the Kiefts of Parker and Headland; Wharton's Mackson; Pim Richardson from Holland with the Beels, and Bianchi from Italy with the extraordinary Telna, of which the J.A.P. engine sat well forward of the front wheels. At first, there was a keen duel between Brown and Parker, but after a few laps the Cooper failed to appear, and it was learned that it had stopped on the circuit—the gear box casing had split in half. Parker then seemed likely to have things all his own way, but Ken Wharton gradually caught him and put up a spirited fight with the Mackson—a good show considering that the latter car had less speed on the straight, being fitted with a single-o.h.c. Norton engine in-

Les Leston, winner of the Luxembourg G.P., is congratulated by his mechanic Derek Wyborn after the race.





stead of the "double-knocker" version in the Kieft. Parker just kept his advantage to the end; in third place, Coombs and Headland had a duel which ended in the former's favour when the latter's Kieft broke a rear axle radius rod anchorage on the last lap. Headland just limped over the line to take fourth place.

In the second heat came Leston, Brandon, Carter, May and the Belgian Paul Swaelens with Coopers; Moss and André Loens with Kiefts; Collins' J.B.S., Gill's Mackson, Beels with his own car, Dabère and Morisi with the French J.B.S., Hansen from Denmark with the Effyh, and the two Luxembourg drivers, Paul Ries (Zig) and Robert Kahn (Kahn). A good scrap at the start resulted, after two laps, in Loens—victor of the formula 3 race at Draguignan on the previous Sunday—getting out in front, followed by Moss, Brandon and Carter. But then Loens' Kieft broke its gear-change mechanism, and Brandon's Cooper one rear universal joint; Moss therefore came home in front of Carter, with Gill and Collins following some way behind. The best of the Continental entries proved to be the Luxembourg-built Zig, conventionally designed with a rear-mounted J.A.P. engine and suspension by transverse leaf springs and wishbones; it was excellently driven by Paul Ries into sixth place.

#### No Top

There ensued some frantic work on some of the competing cars to rectify their defects and deficiencies in time for the final; Collins, for instance, had driven the whole heat without the use of top



Paul Ries of Luxembourg put up the best performance among the Continental entries, in the Luxembourg-produced Zig-J.A.P.

gear, the J.B.S. having attained extraordinary rates of revolution in third! The braking system on Moss' car was also still suspect, the front brakes refusing to work with anything like full efficiency.

The start of the final was an inspiring sight, the cars all shooting off the line in a compact mass. As they came up the hill to Findel hairpin at the end of the first lap Don Parker led from Stirling Moss; and then Moss slipped by on the inside round the hairpin, and led the field past the stands. Next time round Parker and Leston were in front, with Carter third and Moss fourth, while Wharton stopped at the pit and abandoned the



Ken Wharton, driving a Mackson for the first time, slides the tail well out round Findel hairpin in the first heat, in which he finished second.

Mackson. Third lap, and Leston led from Parker, while Moss was again in front of Carter; this was real racing, and the crowd loved it!

Then Parker's gear-change mechanism broke, leaving him with only top gear. Somehow, he kept going, slipping the clutch on the hairpins—but naturally he lost ground. The duel between Leston and Carter continued out in front, but Moss had to make a hasty pit stop to disconnect a suspect ignition switch lead from the magneto. Collins now came up to third place with the J.B.S., Headland's Kieft dropping back with what eventually proved to be clutch trouble.

#### Leston's Day

After ten laps, Leston got in front and stayed there, although Carter was always too near for him to be able to afford to make a mistake. But the whole drama of the race came at the end; Leston finished, and then Carter broke both driving chains in the last quarter of a mile, coasting over the line in second place! Third came Collins; and then all eyes looked down the road to see if Parker could defeat Coombs, with whom he had duelled for two or three laps, for fourth place. But Coombs finished alone; and there was Don Parker, pushing his car up from Findel hairpin, on which it

had stopped. It was still jammed in top gear; in the last twenty yards, Parker twice fell flat on his face—but he struggled over the line in fifth position, a wonderfully game exhibition and a climax to an excellent race.

#### LUXEMBOURG GRAND PRIX RESULTS

Two heats of 12 laps each, 18.07 miles; final of 12 laps, 18.43 miles

Lap distances: 2,338 miles

First heat: 1. Kieft (D. Parker), 22m 15s. 75.47 m.p.h.; 2. Mackson (K. Wharton), 22m 20s; 3. Cooper (J. Coombs), 22m 55s; 4. Kieft (C. D. Headland), 23m 5s; 5. Cooper (W. Sanderson), 23m 27s.

Second heat: 1. Kieft (S. Moss), 23m 17s. 72.51 m.p.h.; 2. Cooper (K. Carter), 23m 21s; 3. Mackson (A. Gill), 24m 59s; 4. J.B.S. (P. J. Collins), 24m 40s; 5. Cooper (L. Leston).

#### Final:

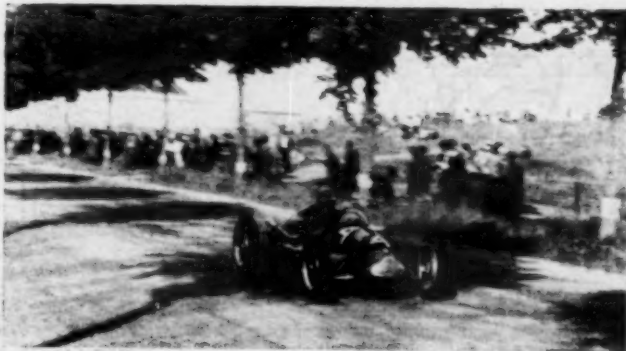
1. Cooper (L. Leston), 45m 48s, 76.61 m.p.h.; 2. Cooper (K. Carter), 45m 57s; 3. J.B.S. (P. J. Collins), 46m 10s; 4. Cooper (J. Coombs), 46m 45s; 5. Kieft (D. Parker), 46m 7s; 6. Kieft (S. Moss), 1 lap behind; 7. Cooper (A. Rippon), 2. Kieft (C. D. Headland), 5.

Fastest lap: Kieft (D. Parker), 1m 47s. 78.69 m.p.h.



The circuit of Luxembourg-Findel.

The winner of the final, Les Leston, at full speed on the straight in his Cooper-Norton. After trouble in the heat, he had an excellent run in the major event



# Disconnected Jottings

BY THE SCRIBE  
Drawings by Barry Appleby

## Avoiding Routes

LIKE most motorists who undertake regular journeys, I spend much of my time speculating on the value of avoiding routes for congested spots. How far is it worth while making a detour, which probably takes longer than a few stops and restarts in the congestion, but which enables one to keep going all the time? One loses on time but gains, probably, in equanimity. One's car uses a little more petrol, but is probably subject to a little less wear and tear. In the strictly economic sense of time equalling money, one loses almost always, which is, incidentally, the reason why major one-way schemes in towns are not more popular. Data obtained by the Road Research Laboratory showed that journey time over the section was increased by the use of one-way systems, in spite of an increase in journey speed.

\*\*\*



Bobby-soxers.

## Younger Generation

AS I turned right along A329 from Virginia Water, in Surrey, I was diffidently thumbed by two young girls of the type the Americans have christened "bobby-soxers." They were literally wearing them, in fact. Normally I do not respond to thumbing unless there is obvious need for help (just why is of little interest, so need not be gone into), but these two were not typical "thumbing" types. I stopped and was asked if I were going to Reading. "Nearly," I replied, and they jumped in. They had been to London for the day, having got a lift up in a lorry. They had been brought back this far by another lorry, and now they were on their last lap, and pretty tired at that. "Nice car, isn't it, Beryl?" asked the one alongside me, but Beryl was asleep in the back.

What had they seen in London? I asked, and the answer had unexpected pathos: "We walked round Hounslow, I think it was," the girl replied, and I wished that I could have met them and shown them some of the London that is worth seeing, which Hounslow hardly is. As it was, I complimented

them on their initiative and dropped them with the assurance that they would soon be home, and regrets that I could not take them there.

\*\*\*

## Adventure

NOW I try hard not to be an old fogey in these matters, but I could not help thinking that I should not have liked a daughter of mine to have spent the day just like that. And yet, seeing Ella Maillart's picture in the *Radio Times* that week, I had felt once again the admiration one always does for such as Ella and Freya Stark. In theory, therefore, I ought to have wished that I had a daughter who could have thus emulated the great travellers of literature.

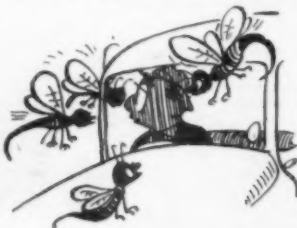
However, the apparent paradox is fairly easily explained. Sophistication has led to a decay of the virtues that make travel in primitive lands a matter of trust and hospitality (which I admit can be rudely disturbed) and has made the modern world a fairly dangerous place for the unprotected who take the risk of a fast, four-wheeled conveyance. I remain rather glad that I am spared the parental worry of hitch-hike journeys to London in a land as highly civilized as Britain.

\*\*\*

## Skeeters

THE road ahead of me took on a most curious appearance. It seemed to be cut through a bank of mist, and the walls of vapour were swirling in a manner that suggested that evil doings were afoot.

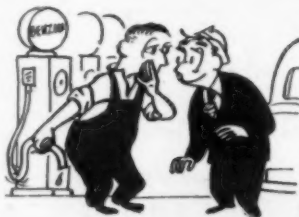
They probably were for pedestrians, the "mist" being composed of millions of mosquitoes engaged in their evening dance in the sunlight. I quickly shut the sunshine roof, traversed a hundred yards during which my screen became spattered with the strays from the winged walls on either side, and then stopped to clean up and to look back at the extraordinary phenomenon. I have been to some mosquito-ey parts of the world, but I have never seen such massed formations before. This was in the Thames Valley.



Evil doings.

## Zip

INSPIRED—or depressed—by the injunctions in a recent issue to drive for economy ("You, too, can cover eighty miles to the pint") I set off home, gentle of toe and feeling the virtue that comes of being a potterer and thus a Good Road User in the eyes of *οἱ πολλοί*. It was unfortunate that my garage man approached me with a sparkle in his eye and said that he had just the stuff for my engine—a load of benzole in the Pool of Number Four pump. So off I went with a song in my heart and my engine, and if the journey cost me an extra threepence in fuel I had a fourpenny lift to the spirits, for the touch of benzole made me and the non-coloured world kin (no pink).



Sparkle in his eye.

\*\*\*

## Detuned

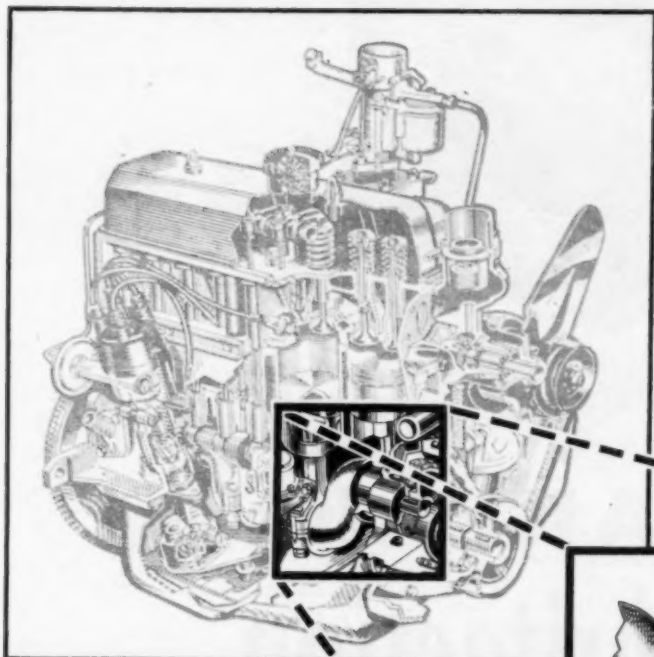
IT is a picnic occasionally to relax and deliberately cover a journey at a speed not exceeding the normal one for that journey minus twenty miles an hour. One sacrifices, of course, the finesse of handling that increases with speed, and judgment is reduced to a leisurely business, without the split-second stimulation. Those are merits lost, but in their place come additional opportunities to see the scenery, which is often very beautiful under the sun at this time of the year, and a restfulness that is probably good for the mental department. The most curious effect of unwontedly low speeds in normally high-speed surroundings is a feeling of gaucheness which one does not get at a comparable speed in traffic.

Apropos this subject, I am reminded once again of the danger of drivers of lesser calibre taking over immediately after a long mileage at high speed by a good driver. The erstwhile passenger has been "tuned up" to the fast driver's speed and when he takes over is likely subconsciously to accelerate up to those levels. If his abilities or experience of the car are not quite up to it he is best prevailed upon to desist.



# NEW! Vauxhall square engines

## give longer crankshaft and bearing life



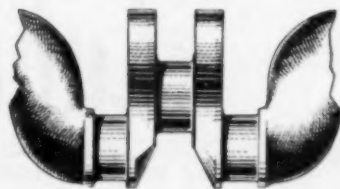
- MORE POWER
- LESS PETROL
- LONGER CYLINDER BORE LIFE
- LONGER VALVE, PISTON AND RING LIFE

Longer crankshaft and bearing life is one of the many advantages of the new Vauxhall Square Engines. The short stroke of the new Square Engines results in a small throw to the crankshafts. Because the throw of the crankshafts is smaller, and because the pins and journals are of generous proportions, the big end bearings *overlap* into the longitudinal plane of the main bearings. This introduces crankshaft rigidity of a new order. Thus Vauxhall Square Engines enjoy the benefits of an exceptionally rigid crankshaft, free from whip and vibration, which forms the basis of their smooth, silky power. In addition there is greatly increased cylinder bore life through shorter piston travel and lower piston speeds. Maximum speeds and petrol consumption on both Wyvern and Velox are greatly improved. Briefly here is the greatest advance for many years in motoring enjoyment and economy.

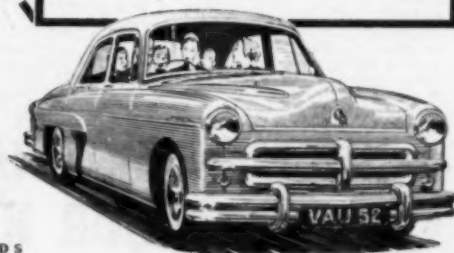
Wyvern, 4-cyl., 1½ litres, £495 plus £276. 10.0 P.T.  
 Velox, 6-cyl., 2½ litres, £535 plus £298. 14.5 P.T.

Ask your local Vauxhall dealer for special booklet or write direct to

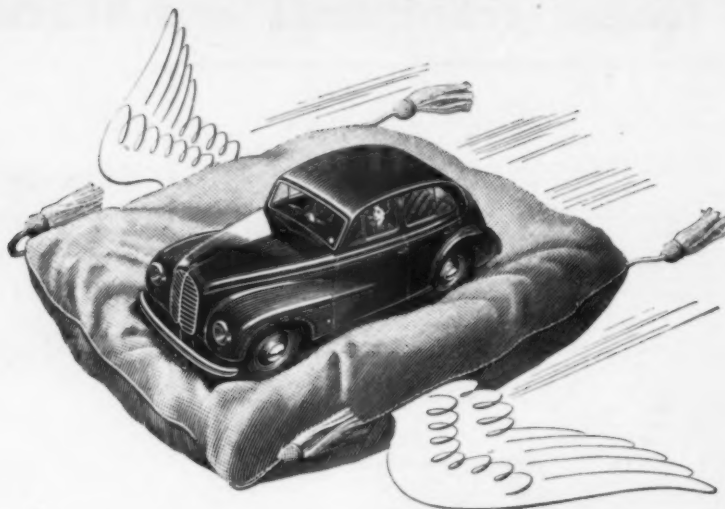
VAUXHALL MOTORS LIMITED · LUTON · BEDS



Wyvern 4-cylinder Square Engine showing overlap of the generously proportioned main and big end bearings. The Velox 6-cylinder bearings overlap in the same way.



You can feel the difference—  
Your car has that 'cushiony' feeling

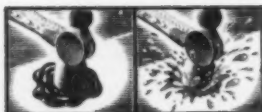


after **MARFAK** chassis

**Lubritection**

REGD. TRADE MARK

The only lubricant that you know is on the job  
—protecting vital chassis parts



**HAMMER TEST.** When hit with a hammer Marfak stays put. It softens the blow and doesn't spatter like ordinary grease. Marfak clings to vital chassis parts — doesn't squeeze out.

**MARFAK** is a unique lubricant that is forced into the chassis under high pressure, and it won't squeeze out under the toughest road poundings. Even under extreme conditions it won't drip out, dry up, or wash off. Marfak stays on the job, cushioning against shock and protecting against wear and corrosion.

Ask your Regent Dealer about Marfak lubritection and get him to show you the simple tests which prove how Marfak does a better job. It cushions your car and gives complete protection for hundreds of extra miles. Marfak is applied by chart — not by chance.



**GET MARFAK CHASSIS LUBRITECTION  
AT YOUR REGENT DEALER**

# NEWS and VIEWS

## Cornish National Park

CONSIDERATION has been given to the boundaries of the proposed Cornish coast national park by members of the National Parks Commission. Local authorities will be consulted and maps showing the Commission's final proposals will be available for inspection. The creation of a new national park does not, of course, affect the ownership of land or the life of the community.

## February and March Registrations

CARS registered for the first time in February, 1952, totalled 12,458, and the March figure was 13,076. These totals are a little above average and indicate that more new cars are coming on to the home market than the official allocation permits. During the first three months of the year, first registrations have totalled 39,475. Among these, however, is a limited number of vehicles which were not new but were none the less registered for the first time.

## Parking Lights

WHEN a question was asked in the House of Commons on the legality of single parking lights, the Parliamentary Secretary to the Ministry of Transport reiterated the law's requirements and said that new legislation would be necessary to alter these. The single parking light is not embraced by the present legislation.

Asked if he were aware that the police condoned the single light in some parts of the country but not in others, Mr. Gurney Braithwaite said that the police could exercise such discretion.



In memory of the late Sir Allan Gordon-Smith, former chairman of the Smiths group of companies, this bust has been created by Mr. Howard Bate, A.R.B.S., and is in this year's Royal Academy Exhibition.



The body of this S.M. 1500 is moulded in one piece from Vibrin Polyester plastic, reinforced with glass fibre. The bodies are being produced in New York, California and Florida and are available to the American public.

## Chromium on Copper

A PROCESS for chemically treating copper so that chromium plating will more surely adhere to it has been introduced by Metal Processes, Ltd., 758-786, Kingsbury Road, Erdington, Birmingham, 24. Normally, plated articles require an intermediate nickel coating to ensure good adhesion of the chromium, which tends to flake or peel off plain copper plating.

## Measham Concours

A concours d'élégance and a sale were combined on May 20 by the Measham Sales Organization at Measham, Burton-on-Trent. The concours was amongst vendors of about 600 vehicles and there was an award of £25 in each of the eight classes, to which a further £50 was added if the car was subsequently sold.

The prizes were presented by Mr. Raymond Baxter, of the B.B.C.

## Handling by Machine

THE third Mechanical Handling Exhibition and Convention at Olympia exhibition building will be opened by the Minister of Labour and National Service, Sir Walter Monckton, M.P., on Wednesday, June 4.

## "Up and Up"

THE increase in petrol price on March 12 was owing to the Budget increase in the Customs and Excise duties. The increase on May 19, which was the subject of Editorial comment on May 23, was on account of higher ocean freight charges and increased costs of distribution in this country.

The Minister of Fuel and Power stated this in reply to a recent question in the Commons.

## VULNERABLE TWO-WHEELERS

THE position with regard to accidents involving motor cycles is extremely serious, says a report made by the Committee on Road Safety to the Minister of Transport. The figure for 1950 shows that over 40,000 motor cyclists were involved in personal injury accidents in that year, and that 37,000 riders or passengers were killed or injured; about half the injury cases have been classed as serious. The Committee says that over a given period of travel a motor cyclist was three to four times more likely to be in an accident involving injury than was the driver of a four-wheeled vehicle.

It was stressed in the report that about half the casualties were to young men and the report seriously suggests that there was a temptation with a girl on the pillion for the rider to "show off" by driving at excessive speeds. The expansion of a training scheme started by the R.A.C. in conjunction with the Auto Cycle Union two years ago is urged, and it is recommended that during a driving test for a licence the examiner should himself ride a motor cycle and not work by observa-

tion from the pavement, while motor-assisted pedal cycles should be placed in a separate group for the purposes of driving tests and licensing. The Committee's opinion was that a person who passed the test on an auto cycle should not be given a licence to drive a full-powered motor cycle.

Not all of the recommendations blame the motor cyclist, and a very proper stress is given to bad road surfaces which are, it is suggested, a serious hazard for motor cyclists. Rear lighting of other motor vehicles should be improved and the Minister should consider measures for the control of dogs on the road. In spite of the Committee's view that a third of the accidents were caused by excessive speeds, the Committee said that they could not recommend limits to the maximum speeds of motor cyclists, but thought that there ought to be talks between manufacturers and the Ministry's technical advisers on practical steps towards reducing the vulnerability of riders. The Committee mentions leg guards and the use of crash helmets.

## NEWS and VIEWS

— continued —

### Hunting Jaguars?

THE falling-off of demand for cars in the high price categories has led to an impression that any such car will shortly be readily obtained. The Jaguar company warns would-be purchasers that the delivery position for their products remains unchanged and a very long waiting list still includes orders dating back to 1946. Deliveries will continue to be made in strict rotation.

The overseas demand for Jaguars shows no signs of falling off and, as the company's export proportion has for a long time been 85 per cent, the company sees no prospects of improving home deliveries in the foreseeable future.

### Day and Night Signs

A NEW kind of warning sign was demonstrated in London on May 6, when a number were set up along a private road. These signs are made up of vast numbers of tiny coloured glass beads, as many as 45,000 to the inch, bonded and stoved to an aluminium base plate. By daylight, the effect does not differ from that of ordinary gloss-painted signs, and the letters, arrows, and so on, are as sharp. At night, however, they light up when in a lamp beam with a brightness which is not dazzling, yet making the lettering extremely legible; in this case, the effect is exactly like that of a ground glass sign with a lamp behind, and the colour tones of white, red and others are the same as they appear by day. Black-lettered route signs with white grounds were striking,

and a pair of red reflectors for lorries were impressive. The lorry reflectors were lit up like lamps by a head lamp, but even when they were approached with side lights only, they had a luminous glow. All the signs seemed sensitive to lamps approaching from a sharp angle.

The distributors, who sponsored the demonstration, are the Cheshire Engineering Co., Ltd., Websight Division, Burwood House, Caxton Street, London, S.W.1.

### Rolls-Royce Results

PAYMENT of a final dividend of 10 per cent less income tax was recommended at the annual meeting of the board of Rolls-Royce, Ltd., and the statement of the company's accounts for 1951 was adopted. An interim dividend of 5 per cent was paid in October, 1951. Consolidated net profit for the year rose from £446,499 in 1950 to £546,063 in 1951. After payment of dividends, £125,000 will be transferred to general reserve and £179,563 will be added to undistributed profits.

### Citroen Setback

OWING to the falling-off of export orders, the British company of Citroen Cars, Ltd., of Slough, Buckinghamshire, has been forced to reduce car production sharply, with the consequence that heavy dismissals of workers were involved. In the House of Commons on Monday the Minister of Supply was asked if he would increase the home car quota as a result of the dismissals (50 per cent of production staff and 23 per cent of office personnel) or utilize the facilities available for Government work.

The Minister said that he was prepared to examine any proposals for the use on Government contract of any spare capacity.

### 'Scotsman's Derby'

HOW far on an American gallon (one Imperial gallon) was the question to be decided on New York's Park Avenue on May 18. Cars were allowed one American gallon and were then driven until the fuel was exhausted. A Morris Minor was victor, having covered 41.63 miles.

### Australian Refinery

PLANS are proceeding rapidly for the Anglo-Iranian Oil Company's new refinery to be built near Freemantle, following the Western Australian Parliamentary ratification of the agreement between the State Government and the company. The proposed plant would have a capacity of 3,000,000 tons a year.

For the first time the Isle of Wight will be the scene of oil well drilling operations. These are expected to start, for exploratory purposes, when the well being drilled in Lancashire is completed. The Isle of Wight drilling will be almost exactly in the centre of the island.

### Bound for Ireland?

ONE result of the reduction in the foreign currency allowance has been an increase in bookings for holidays in Ireland. Under new regulations, passports are no longer required for Eire, and a further "attraction" is petrol at 3s 7d a gallon.

As in all travel involving the shipping of cars, and so on, it is still necessary to make proper arrangements, and to this end the A.A. has produced a pamphlet called *Taking a Motor Vehicle to the Republic of Ireland*. It is available from A.A. offices and it outlines the Association's services to members intending to visit that country.

## INTERNATIONAL TOURING BACKGROUND

VERY few motorists, drifting happily across one frontier after another, give a thought to the originators of the *Carnet de Passages en Douanes* which enables them to do so. If they recall it at all, it is to wonder why such an official-looking document is issued by the motoring organizations and not from a bureaucratic pigeon-hole to the accompaniment of scratching pens, the thud of rubber stamps, and requests for (i) identity card, (ii) ration book, and (iii) birth certificate. Yet the *carnet* may be said to be the greatest triumph of international motor touring co-operation, and certainly anyone who has used one would have gazed in kindly manner on the delegates of the international touring conference which took place at Church House, Westminster, during most of last week, for the bodies represented were the originators of that guarantee.

Thus the issuing of the document by motoring organizations becomes logical, for the motoring organizations guarantee the in and out passage of a car to and from a country, promising to pay the damage if the owner turns renegade and disposes of his saleable commodity; that is why the *carnet* cannot be obtained, say, at a post office, because the G.P.O. could not be persuaded to stand guarantor for a holiday motorist of unknown character!

It is because the effort to simplify and stimulate international touring is continuous that such assemblies take place,

converting conference rooms into a babel of tongues, sorted out only by recourse to a headphone and translation system such as was first used in the Nuremberg trials. This year's brought three sets of initials to London—the A.I.T. (*Alliance Internationale de Tourisme*), F.I.A. (*Fédération Internationale de l'Automobile*), and O.T.A. (*Organisation Mondiale du Tourisme et de l'Automobile*), and as fast as one body finished its business the other opened proceedings.

It was, however, the first assembly of the O.T.A., for this is a recently formed body that is likely to play an increasing part in international travel affairs, and not solely those concerned with cars; as such, its chief article of association may be recorded as an earnest of its intentions:

O.T.A. shall co-ordinate and encourage the work of its federated organizations with a view to safeguarding their common interests and promoting motor traffic on the road and every form of active international touring, matters relating to motor sports remaining beyond its competence. With this object in view O.T.A. shall:

- (a) represent its members in all relations with International Governmental Organizations and at International Governmental Conferences and co-ordinate the activities of its members with a view to facilitating international traffic and travel and ensuring the greatest possible freedom thereof;
- (b) collect in co-operation with the federated Organizations, all statistical and scientific documentation required to defend or advance the interests of international traffic and travel and undertake or encourage research in this field;
- (c) promote the unification, the simplification and the universal validity of customs documents required for the temporary importation of vehicles, including commercial vehicles, and their loads;

(d) facilitate the collation, the exchange and the verification of information concerning international traffic and travel in all parts of the world, and ensure the appropriate distribution of such information;

(e) undertake or promote the publication of geographical and touring documentation (maps, guides, itineraries) covering several countries or a whole Continent;

(f) co-operate in all activities, tending to develop active international touring and road traffic, especially in the field of road development, that of road safety and of motor vehicle taxation. In this connection O.T.A. may, like its members, participate in non-governmental organizations and conferences;

(g) undertake, within the limits of the present Statutes, such other tasks as may be decided by its competent authorities.

With these aims in mind, then, the conference assembled on the afternoon of Wednesday, May 21, in the brilliant spring sunshine, which streamed gently through the windows to light the international semicircle imposed by the layout of Church Hall. The Mayor of Westminster welcomed the delegates, and the business of the conference followed, and during the next day, after which the visitors were entertained until they dispersed to their homelands. Thus are foundations laid on which the bricks of co-operation are built up, to form, in the end, a bridge by which travel between countries throws off ultimately, it may be hoped, the monstrous load of red tape with which unbridled nationalism, both economic and political, has loaded it since the evil day when passports first made their appearance.



4-Door Daimler Empress Saloon

For years we have specialised exclusively in the sale and service of Daimler and Lanchester Cars. We will gladly give you expert advice on the purchase and delivery of the new Daimler and Lanchester Models and our Service Department is always at your disposal.



DAIMLER HOUSE  
BOURNEMOUTH  
Telephone: 5405

Leading Distributors in the South of England

FOR

**DAIMLER AND LANCHESTER**



# First

## PARIS GRAND PRIX

1st FERRARI P. Taruffi

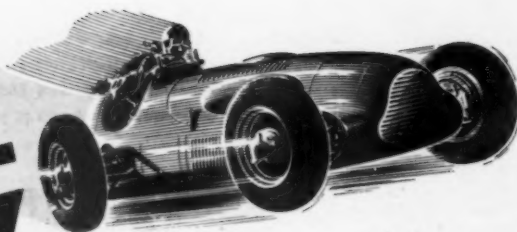
2nd FERRARI G. Farina and A. Simon

3rd FERRARI L. Rosier

(Subject to official confirmation)

using

# SHELL X-100 MOTOR OIL



The same high quality oil  
that you can now buy  
at your local garage.

**FUEL BY SHELL**



At the start of the Lisbon Rally: M. Anthony Noghès, organizer of the Monte Carlo Rally, shakes hands with M. Grosogeat, who won his Lisbon class with a Dyna Panhard. M. P. Biagim, his co-driver is just visible to the extreme left.

## RALLY TO LISBON

THE comparatively small entry of 132 competitors for the Lisbon Rally was further reduced before its start on Wednesday, May 21, to 98 by a crop of non-starters. Amongst these were White (Ford), Miller (Alvis), Donald Healey (Healey) and Watson (DB2 Aston Martin). The British contingent, which started from London, had a trouble-free run to Paris, with the exception of H. Sutcliffe, whose Morris Minor ran its bearings at Montreuil. However, the unusually lenient rally time allowance of 24 hours for the London to Paris section enabled the bearings to be replaced without loss of marks.

The remainder of the rally route to Salamanca proved to be a high-speed tour in pleasant weather. Even the Spanish customs were extraordinarily amiable. But Cooper, in his Bentley, lost marks from Salamanca to Guarda through taking the wrong route. Fate nearly befell the eventual *Coupe des Dames* winners, Mrs. Leavens and Mrs. Mitchell, and also G. R. Holt, who had a hectic drive over second-class Spanish roads which enabled them to reach Guarda with minutes only in hand. A non-arrival at this control was Lucy (Renault), who was classified as retired.

From Guarda to Lisbon the course was cleverly split into short sections, leaving little time for tuning! The only really troublesome section was Viseu Porto, where heavy ground mist and numerous colds gave anxiety to many crews; but nearly all checked in on time, and there were no English casualties here.

The arrival test comprised a short forward acceleration, and then reverse, with a flying finish, and this was run on hot tarmac. Best time was made by last year's winner, Nogueira (Porsche 1,500), in 24.9s; next came Martorell, also in a Porsche 1,500, in 27.6s; and third, Magalhães (Morgan Plus Four), 28.35s. English competitors with best results here were:

Cooper (Bentley Mark VI), 29.79s; Reece (Ford Anglia), 30.4s; Holt (Ford Zephyr), 30.52s (including a stalled engine). A. G. Imhof, on the return run of this test, lost second gear in his Allard, crossed the line in neutral, returning the time of 31.6s, and retired. The majority of Continental drivers were obviously unused to the English-type rally test. Stalled engines and missed gears were common faults, and gave Nogueira a practically unassailable lead, with Porsche first and second in general classification in the 1,500 and 1,100 c.c. classes.

The technical inspection showed that several cars had contacted solid objects, including the eventual winner, Nogueira, but apparently no loss of marks resulted.

The final test, run under perfect weather conditions on the somewhat dicy mile-and-a-half Estoril circuit, was a regularity run over three laps, with one practice lap allowed. In spite of numerous up and downhill hairpins, with the usual Continental lack of spectator safety precautions, no damage to cars or persons resulted. The fast and regular runs put in by all the Porsche cars left them with the first three places in the 1,500 class, and 1st, 2nd and 4th in the 1,100 c.c. class.

An outstanding run in the 3-litre category by Magalhães in the Plus Four Morgan gave him first place in his class, and Holt, who handled the Zephyr with great verve, came fourth. Best performance in the entire test was made by Martorell, who was subsequently excluded from second place in general classification after a protest against him had been upheld. Nogueira's second best performance gave him first place in the whole event.

In spite of an obvious loss of brakes during this regularity test, Cooper, in his Bentley, gave an astonishing display of high speed driving, and earned cheers from the crowd of spectators. Hansen's

DB2 Aston Martin was surprisingly beaten by Magalhães' Morgan in the 3-litre class, in which English cars filled the first seven places. *Coupe des Dames* winner was Mrs. Nancy Mitchell, who drove her Jowett Javelin with speed and regularity, beating many male drivers. The following results were confirmed after a spate of protests.

### RESULTS

#### General Classification.

1. Porsche (Nogueira), 16,850 marks lost; 2. Allard (Comte de Monte Real), 17,717; 3. Porsche (Magalhães), 17,772.

#### Class Results.

750 c.c.: 1. Dyna Panhard (Grosogeat), 19,887 marks lost; 2. Fiat (Sotrisio), 20,910; 3. Dyna Panhard (Chevroux), 21,522.

1,100 c.c.: 1. Porsche (Nathan), 18,802; 2. Porsche (Graca), 19,464; 3. Fiat (Santon), 19,707.

1,500 c.c.: 1. Porsche (Nogueira), 16,850; 2. Porsche (Magalhães), 17,772; 3. Porsche (Van Hove), 18,139.

3,000 c.c.: 1. Morgan (Magalhães), 18,365; 2. Aston Martin (Hansen), 18,641; 3. Austin A.90 (Da Fonseca), 19,100.

Unlimited: 1. Allard (Monte Real), 17,717; 2. Jaguar Mark 7 (Coosa), 19,125; 3. Oldsmobile (Bellini), 19,832.

(Highest placed of the British entry were G. R. Holt (Ford Zephyr), who came fourth in 3-litre class, and J. G. Reece (Ford Anglia), 5th in 1,100 c.c. class.)

## TWO WEEKEND RALLIES

THE B.A.R.C. Yorkshire Centre's Scarborough Rally (which incorporates the Wilson Trophy Trial, an R.A.C. Trials Championship and B.T.D.A. Star event) and the Sunbeam-Talbot Owners' Club's rally to Eastbourne were run off last week-end; but while sunny weather has a tonic effect upon a rally, it is apt to produce too many clean sheets for the organizers of a trial.

The run to Scarborough (May 24) had a simple road section which linked a series of ingenious driving tests, and the following day a separate contingent of enthusiasts (for the rally competitors acted mostly as marshals for the trial) set off in clouds of dust on the course for the Wilson Trophy on the North Yorkshire moors. Dry weather frustrated the attempts of the organizers in their efforts to find really difficult sections, and seven clean sheets resulted. The winner was E. Harrison, in his Harford; runner-up was a tie between T. C. Harrison (Harford) and R. W. Phillips (Austin-Javelin). Best in the opposite class was an Allard (D. S. Rayner). The novices' award went to a Harford (R. P. R. Habershon), and the team prize to Harford (T. C. Harrison), Ford (M. Wilde) and Ford (G. P. Mosby). The winner of the Scarborough Rally was a Jaguar XK120 (W. F. Grantham).

### Sunbeam-Talbot O.C.

Unhappily, foot-and-mouth disease prevented the usual gallery of spectators from going to watch the acceleration tests at Butts Lane in the Sunbeam-Talbot club's Eastbourne Rally (May 24-25), but the tests on the Fromenade at Eastbourne, in which a remarkable number of pylons were displaced, were enjoyed by a crowd of spectator holiday-makers. On Sunday morning, the judges had a difficult task to choose the beauty and elegance winner. H. J. Budd's beautifully preserved 1907 Talbot was undoubtedly the public favourite, but the winner was L. Tanner's 1951 Sunbeam-Talbot 90. The Eastbourne Trophy, for best performance in the rally and driving tests, was presented at the celebration ball on the Saturday evening by the Marchioness of Wellington to J. P. Slatter (Sunbeam-Talbot). The class for Hillmans was won by P. C. E. Harper.

## CLUB SILVERSTONE

THE Maidstone and Mid-Kent M.C. Silverstone meeting last Saturday was run on the "long" club circuit, and that this is very slow and "wiggly" is proved by Ken Downing's fastest lap of the day in the 1952 formula 2 Connaught at only 66.4 m.p.h. An entry of 104 had been received, but there was quite a high percentage of non-starters.

The first race for sports cars up to 1,100 c.c. was a gift for Metcalfe's Fiat after Len Gibbs' Riley lost speed. Next sports car event, up to 1,500 c.c., was better supported and right away P. D. Gammon's T.C. M.G., which now has a 1,497 c.c. engine and rather angular body, ran away from the field. He was hotly chased by T. K. Shipside's 1,350 M.G., and C. M. Sears' Frazer-Nash, which has a Lea-Francis engine. The other Sears (J.G.S.) tried valiantly to catch the leaders, but his Cooper-M.G. had only 1,250 c.c., and with M.G. engines these odd c.c. seem to make all the difference.

These races had been seven laps. Now came a ten-lap 500 c.c. contest. There were 30 runners down; out of a few non-starters, H. Monk's four-cylinder, reduced capacity, M.G. caught fire on the line—a great pity, as this is the only four-cylinder five-hundred racing in England. The start was the usual half-litre blare of noise and tangle of many coloured cars. After a lap it was obvious that the many slow and artificial corners were a nuisance to 500 drivers; tub-thumping was definitely the order of the day. This event was hotly contested all the way until the

genial A. J. Nurse crossed the line ahead of Tom Leigh, also on a Cooper, and bearded Allan Moore with his J.B.E.

Sports cars up to 2,500 c.c. was a gift for Charles Bulmer in the B.M.W.-Bristol and he then came second in the next race for racing cars up to 2,000 c.c., behind Downing's Connaught.

The unlimited sports class was memorable for a fine tussle between Scragg's Alta-Jaguar and R. Salvadori, with a standard XK120. They maintained that order for the race, Salvadori doing all he knew to make up for slightly inferior performance. The final 20-lap *formule libre* produced six starters from a programme entry of 16. Bad luck for everyone, but Ken Downing once again ran home in the Connaught.

A good little meeting—but once again showing that the national club calendar is overcrowded.

### RESULTS

**Sports cars (7 laps, ser.):** 1,100 c.c.: 1. Flat Bailey 995 (C. E. S. Metcalfe), 14m 14.2s, 54.49 m.p.h.; 2. Riley 889 (L. Gibbs), 15m 50.2s, 50.71 m.p.h.; 3. M.G. 1,497 (P. D. Gammon), 12m 50.2s, 59.71 m.p.h.; 4. M.G. 1,350 (T. K. Shipside), 2,500 c.c.: 1. B.M.W.-Bristol 1,900 (C. H. Bulmer), 12m 28.4s, 61.58 m.p.h.; 2. Frazer-Nash-B.M.W. 1,371 (W. B. Kenyon), 13m 31s, 61.54 m.p.h.; 3. Jaguar XK120 5,442 (H. F. Salvadori), 3,422 (Dr. D. Nixon).

**Up to 1,500 c.c. (10-lap handicap Maidstone and Mid-Kent M.C. Grand Prix):** 1. Nimrod 1,080 (A. L. Evans), 21m 29s, 50.97 m.p.h.; 2. Jaguar 3,422 (Dr. D. Nixon).

**Racing cars (10 laps, ser.):** 500 c.c.: 1. Cooper (A. J. Nurse), 17m 58s, 60.95 m.p.h.; 2. M.G. 1,497 (P. D. Gammon), 18m 10s, 60.95 m.p.h.; 3. M.G. 1,350 (T. K. Shipside), 1,900 c.c.: 1. Connaught 1,964 (K. Downing), 33m 44s, 64.02 m.p.h.; 2. Bristol 1,522 (H. E. Greenall); 3. Jaguar 3,422 (E. Murrett).

**Fastest lap:** K. Downing, 66.4 m.p.h.

However, approaching the finish, Brandon, with superior speed, passed Loens to win by a few feet.

Alan Brown, who had been in third position, broke a chain within sight of the finish, and while pushing the car home he was passed by Leston and two German drivers.

### RESULTS

**Lap distance:** 14.17 miles.  
**Race distance:** 7 laps, 70.17 miles.  
1. Cooper (P. Brandon), 58m 40.5s, 72.06 m.p.h.; 2. Kieft (A. Loens), 58m 41.3s; 3. Cooper (L. Leston), 1h 1m 58.5s; 4. Scramble-D.K.W. (Helmut Deutz), 1h 3m 37.2s; 5. Cooper (K. Kühnke), 1h 3m 12.2s; 6. Cooper (A. Brown); 7. Cooper (C. A. N. Moss).

**Also finished (British):** 10. Cooper (A. Rippon); 14. Kieft (C. Headland).

**Fastest lap:** E. Brandon, 73.51 m.p.h. (class record); 58 starters; 19 non-starters.

For the first time in post-war racing, the complete English entry was on the front line of the start of the Formula 2 event. The H.W.M.s of Moss and Duncan Hamilton, together with the Frazer-Nash of K. Wharton, were side by side with the best of the German cars, and Fischer (Ferrari). Hans Stuck (A.F.M.) was a non-starter in this event.

Stirling Moss led for two of the seven laps, when the superior speed of the Ferrari enabled Fischer to get past him. Wharton, after a brief pit stop, drove brilliantly, to get ahead of Duncan Hamilton. Fischer won the race comfortably, but the three English cars ran extremely well, to finish second, third and fourth. One amusing incident—though not to Moss—occurred when the fire extinguisher clipped in the cockpit of his H.W.M. started to work involuntarily, spraying him with extinguisher fluid at full speed! Retirements occurred on almost every lap, and at the finish 11 cars had gone, leaving a field of only five runners.

### RESULTS

**Race distance:** 7 laps, 98.22 miles.  
1. Ferrari (R. Fischer), 1h 10m 50.3s, 77.30 m.p.h.; 2. H.W.M. (S. Moss), 1h 17m 35.5s; 3. Frazer-Nash (K. Wharton), 1h 18m 19.3s; 4. H.W.M. (J. D. Hamilton), 1h 18m 42.5s; 5. Veritas (L. Ulmen), 1h 24m 13.5s. **Fastest lap:** Ferrari (R. Fischer), 70.42 m.p.h. 19 entries; 5 non-starters; 11 non-finishers.

## CRIMOND

MOST notable performer at last Saturday's altered and improved two-mile circuit at Crimond was undoubtedly the Harrogate driver, J. Walton, in his beautiful Frazer-Nash.

The event was the Aberdeen and District M.C. race meeting. Winning his class race after an exciting duel with young J. Melvin, also in a Frazer-Nash, Walton then proceeded to stay out in front of the Jaguars of *Ecurie Ecossaise*—driven by Ian Stewart, W. A. Dobson and Sir James Scott Douglas—in the event for sports cars of unlimited capacity. In the *formule libre* race Walton set up such a cracking pace that, in chasing him, W. A. Dobson, driving the Scuderia Ambrosiana Ferrari, had to retire with oil pump bothers; in the twelfth lap Stewart's Jaguar also gave up with clutch trouble.

The 500s proved more expendable than usual and, out of a very small field, Pat Prosser and Jock McBain in their Coopers were the only competitors to give the 30,000 spectators a run for their money.

### RESULTS

**Sports cars up to 1,500 c.c. (8 laps):** 1. Cooper-M.G. (J. H. Lawrence), 11m 35.8s, 62.1 m.p.h.; 2. H.R.O. (C. W. J. Jeffrey), 3. M.G. 70 (J. R. G. Campbell), 1,501 to 2,500 c.c. (8 laps): 1. Frazer-Nash (J. H. Walton), 12m 49.2s, 65.77 m.p.h.; 2. Frazer-Nash (J. D. Melvin), Unlimited (8 laps): 1. Frazer-Nash (J. H. Walton), 14m 58s, 68.6 m.p.h.; 2. Jaguar (I. M. Stewart); 3. Jaguar (W. A. Dobson).

**Racing cars (formule libre (10 laps):** 1. Frazer-Nash (J. H. Walton), 44m 40s, 69.2 m.p.h.; 2. H.R.A. (A. Birrell); 3. Frazer-Nash (J. Melvin). **Balloon cars, any capacity (8 laps):** 1. Veritas (L. M. Thomson), 6m 27s, 55.8 m.p.h.; 2. Aston Martin (I. McDonald); 3. Javelin (R. D. Barreclough).

## PARIS GRAND PRIX

THE third of the series of formula 2 Grands Prix de France, which was run at Montlhéry last Sunday, provided the most exciting race yet, the result being in doubt right up to the last few laps. The new 2-litre Gordinis in the hands of Manzon and Behra displayed sufficient speed to cope adequately with the works Ferraris, and Manzon led the race for a considerable distance, battling with Villorelli, who returned to the wheel of a works Ferrari for the first time since his road accident last month.

Behind these two came Behra and the other two Ferraris in the hands of Taruffi and Farina. The latter handed over to Simon at his refuelling stop; Behra dropped out with transmission trouble, Rosier bringing his Ferrari into fifth place and Lance Macklin coming up to sixth. Collins' H.W.M., however, fell out with magneto trouble. Then, towards the end of the race, came drama. Manzon's Gordini stopped at the pits with a broken

crown wheel, but it was Taruffi who took the lead, as Villorelli had just stopped to refuel and hand over to Farina. The latter apparently thought that Taruffi should let him win—perhaps the team instructions called for that—but Taruffi did not slow, and in attempting to catch him Farina slid off the road into the ditch. The car was pushed back again by spectators, and although he kept running until the finish, Farina was consequently disqualified for receiving outside assistance. Therefore Taruffi won after a very good drive; Simon brought the other Ferrari into second place, Rosier finished third, and Collins (who had taken over the wheel of Macklin's H.W.M.) fourth. Manzon pushed his car over the line, being classed as a finisher in fifth position.

### RESULT—Race duration 3 hours

1. Ferrari 1,500 (P. Taruffi), 95.54 m.p.h.; 2. Ferrari 1,500 (Farina-Simon); 3. Ferrari 1,500 (L. Rosier); 4. H.W.M. 1,900 (Macklin-Collins); 5. Gordini 1,501 (R. Manzon); 6. B.M.W. 1,971 (M. Balsa); 7. H.W.M. 1,900 (Y. Girard-Cabaton); 8. Gordini 1,500 (Bica); 9. Ferrari 1,500 (G. Comotti); 10. Maserati 1,950 (E. de Graffenried).

## EIFFELRENNEN

THE Eifelrennen motor cycle and car races on the Nurburgring were run on Sunday last. It was dull and very cold, but not sufficiently to deter the considerable crowd of spectators gathered at all points along the 14-mile incomparable of Europe's road racing circuits.

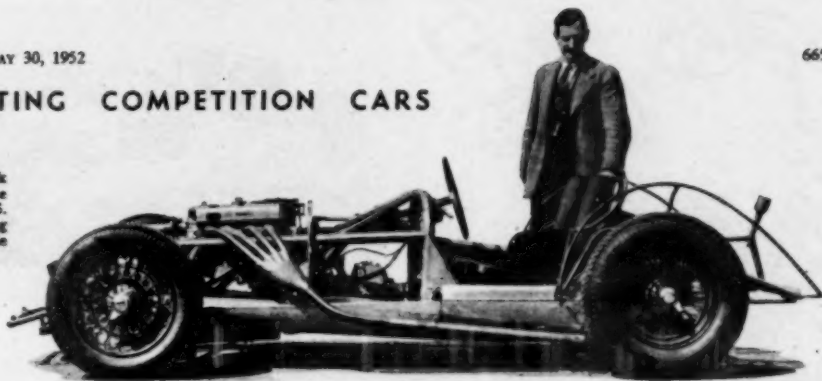
Stirling Moss (H.W.M. and Kieft) was best in the formula 2 and 3 classes in practice. In the five-hundred class interest had been heightened by the belated appearance of K. Wharton, scheduled to drive the Mackson for the first time in

Germany, and the inclusion of two additional Kiefts, to be driven by André Loens and C. Headland.

The British entry dominated the Formula 3 race, and on the first lap Loens and Moss were fighting for the lead; but at the commencement of the second lap Moss had a rear hub break off and the car slid to a standstill. Brandon took the lead from Loens. The gear lever of Brandon's Cooper broke, and the slight delay allowed Loens to regain the lead.

## INTERESTING COMPETITION CARS

R. G. Shattock with the complete chassis of the R.G.S. Atlanta, awaiting only the simple envelope.



## R.G.S. ATALANTA—A "Kit of Parts" Design

Four Sets of Units and Skilled Advice and Assistance for the Knowledgeable Home Constructor

**A**n enthusiast's pipe dream is becoming realization as a result of work going on in a Berkshire garage, for in that Home Counties setting parts are being fabricated for a most interesting four-wheel independent suspension model that is a revival of an equally interesting car of its day (1937)—the Atlanta. The modern version—called the R.G.S. Atlanta, after the designer, Mr. R. G. Shattock—exists as a prototype competition car which will be used as a mobile development laboratory in events this season, and will be available to home builders in almost infinitely variable degree as a kit of parts for the construction of a high-performance chassis; that is to say, a prospective builder may buy certain parts already built up to the stage at which he feels competent to continue the construction. He is left to select his own power unit and transmission, while main chassis members, of course, are capable of wide variation to suit desires and pockets; the prototype has a fairly complicated chassis structure of welded tubes. The R.G.S. Atlanta could be used as a basis for a formula 2 racing car.

## Fore-runner

As introduced in 1937, the Atlanta had a simple frame of two side members and a cruciform. Stout tubular cross-members at front and rear were used as anchorages for the suspension members, the system employing trailing arms all round, in conjunction with vertical coil springs in front and horizontal ones at the rear, running fore and aft along the inside of the frame members. This system has been further developed at both front and rear, and the two suspension assemblies are the basis of the "kit of parts" scheme.

At the front the springing medium has become Salter laminated torsion bars, still used with Porsche-type parallel trailing arms, and housed inside the front tubular cross-member, where they are centrally clamped. At the outside end of each torsion bar a suspension link is employed that behaves like a third trailing arm and bisects the parallelogram formed by the other two. Steering is by Bishop cam box in conjunction with two half track-rods operated by a central bell crank lever and normal drag link.

At the rear the independent springing employs a single cranked trailing member

in light alloy, from which a rod runs forward through the centre of a three-rate coil spring used in compression. Damping of the suspension is adaptable according to the chassis design, Newton and Bennett telescopic units being used at the front on the designer's prototype and Armstrong double-piston dampers at the rear.

Transmission is through a final drive unit encased in light alloy with spiral bevel drive and differential; there are four available ratios. The drive shafts are spigoted together and allow the slight lateral movement caused by the wheel rise and fall, thus eliminating the necessity for splines in the short Hardy-Spicer universally jointed half-shafts. Rudge Whitworth splined hubs are standard.

On the prototype, the rear brake drums are mounted inboard, and if this proves satisfactory it is the designer's intention that this inboard mounting will be available as an alternative layout to the conventional arrangement.

There are thus four main groups of parts: (i) rear axle, (ii) rear suspension, (iii) front suspension, and (iv) steering. These are available at a total cost of about £460, and the designer estimates that a high-performance basic chassis can be built for just over £500, awaiting the power installation and incidentals. Moreover, he has deliberately planned for the greatest flexibility in supply of parts, in order that home constructors may make the best use of their skill and facilities; for instance, the trailing arm light alloy casting at the rear can be supplied as a rough casting or as a machined assembly.

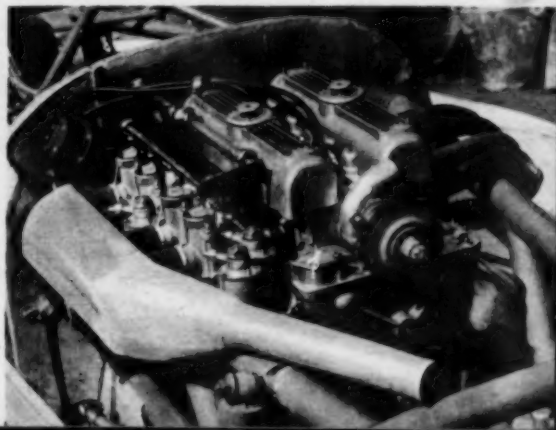
The design itself is sufficiently flexible to permit variation in track, both front and rear, while the wheelbase is entirely the choice of the constructor.

Moreover, Mr. R. G. Shattock and his staff will advise on further construction as far as they are able, and will even provide a scale model of their own prototype to customers who wish to construct a similar car. The designer believes that a stark two-seater should be possible on the basis of his components with a dry weight of only 10 to 12 cwt, and as the components are capable of coping with developed power in the region of 150 to 200 h.p. the more successful home builders should achieve quite something in the way of performance!

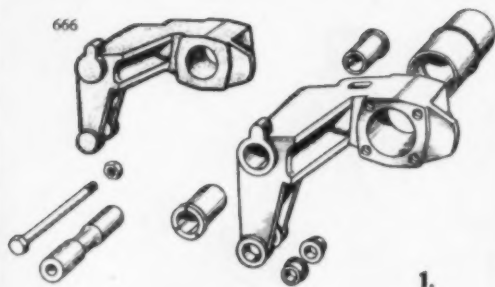
The proprietor's own conception of the complete car is seen in the accompanying drawing. The two tubular cross-members which are the basis for the front and rear kits become an integral part of a chassis structure in welded steel tubing which has a recognizable basis in two side members and a cruciform; a D-shaped scuttle tubular structure forms the abutment for further main tubular members running fore and aft, and "one-sided" in order to accommodate a door. As already mentioned, the brake back-plates are mounted inboard on the differential casing, thus removing the more unpleasant brake torque effects from the rear suspension. Brakes are Lockheed hydraulic with two-leading shoes in front and a single-leading shoe at the rear working in Alfin drums.

In this basic framework, Mr. Shattock

Four Amal carburettors are used by R. G. Shattock with the Lea-Francis engine, with a ducted air supply and two-inch inlet pipes. Behind them is the Scintilla magneto.



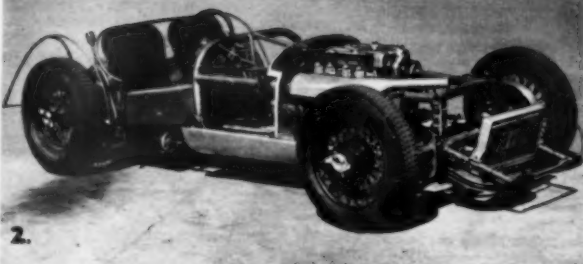




1.

2.

THE AUTOCAR, MAY 30, 1932



## R.G.S. ATALANTA . . . continued

has installed a 14-litre L.A.-Francis engine with limited modifications, including his own camshafts and four Amal motor cycle carburetors feeding via 2in inlet pipes to the cylinder heads. The air intake to these is original, being ducted from the top half of the frontal body orifice while the radiator occupies the bottom half. Thus cold air is brought in through the duct, with the additional refinement that it passes through a filter before reaching the carburetors. Beneath the radiator is a separate oil radiator. Ignition is by a Scintilla Vertex magneto.

With a compression ratio of 15 to 1 this unit develops 118 b.h.p. at 6,200 r.p.m. on alcohol fuel.

Transmission is through a Cotal epicyclic gear box and Hardy-Spicer propeller-shaft to the "kit" back axle assembly. Gears are selected and engaged by the simple method of quadrant and pedal, and there is a separate reverse gear operated by means of a short central lever.

The body is in aluminium in the minimum number of sections, and is arranged to hinge front and rear and lift to provide the maximum accessibility. At the rear, the supporting tubular framework also hinges, so that a single movement lifts body panelling, framework, spare wheel and twin fuel tanks clear of the back axle and suspension.

The R.G.S. scheme has attracted a great deal of attention, both at home and overseas, and the works, R.G.S. Automobile Components, Ltd., at Brookside Garage, Winkfield, Windsor, is hard at it coping with enquiries. In the meantime it is hoped to have the designer's own version ready to compete in July.

### R.G.S. ATALANTA SPECIFICATION

**Engine and Transmission.**—Optional.

**Chassis.**—Optional main structure.

**Grouped Units: Front Suspension.**—Independent with Porsche-type trailing arms and laminated transverse torsion bars housed inside tubular cross-member. Dampers optional.

**Rear Suspension.**—Independent with a single trailing arm and three-rate coil springs running fore and aft. Dampers optional. Mounted on various tubular cross-members.

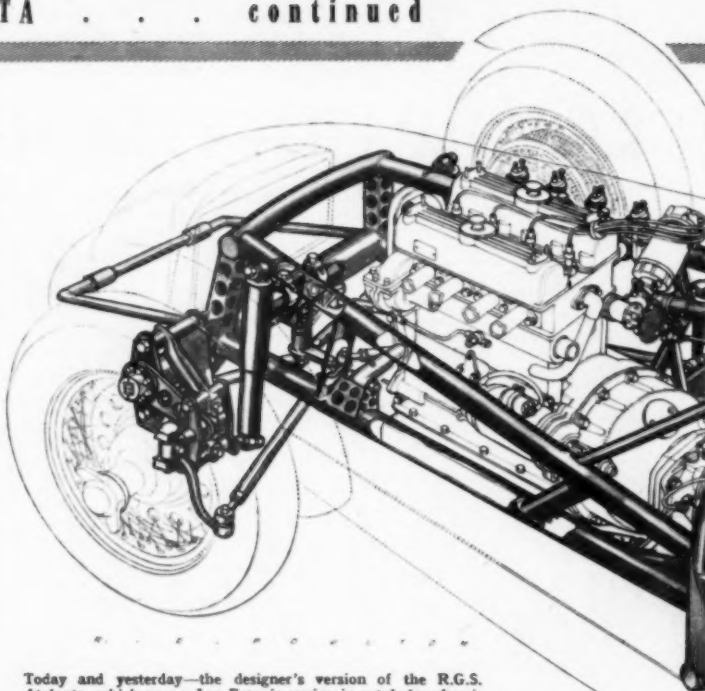
**Steering.**—Bishop Cam with two half-track rods.

**Rear Axle.**—Spiral bevel final drive in light alloy casing with universally jointed half-shafts. Available ratios: 4.5 to 1, 4.25, 4, or 3.5 to 1.

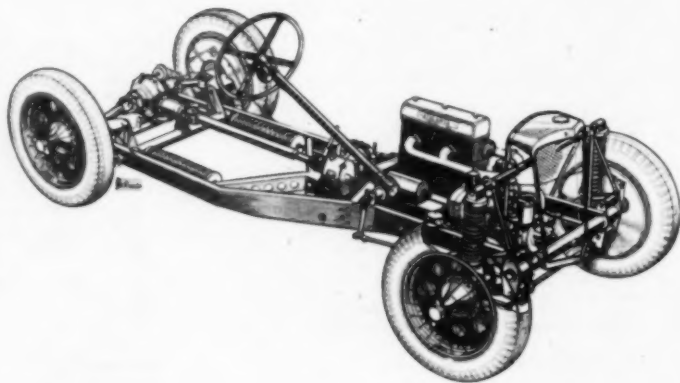
**Brakes.**—Lockheed hydraulic with two master cylinders. 2LS at front, single LS at rear. Rear drums outboard or inboard.

**Wheels and Tyres.**—Rudge Whitworth wire wheels, size optional but with recommended minimum overall diameter in front of 27in.

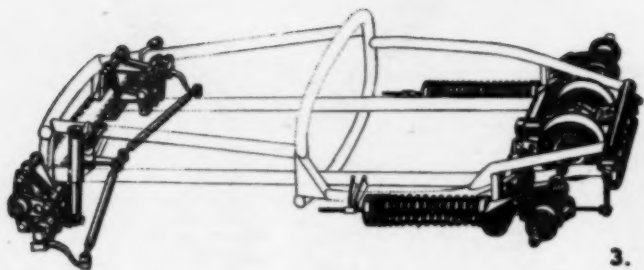
**Main Dimensions.**—Minimum recommended rear track 4ft 4in. Front track 1-2in narrower. Wheelbase optional.



Today and yesterday—the designer's version of the R.G.S. Atalanta, which uses a Lea-Francis engine in a tubular chassis structure, and (inset) the Atalanta of 1937, designed by Mr. A. L. Gough, and using the conventional frame of the period. The four-wheel independent suspension remains largely the same, using trailing arms with coil springs at the rear but with laminated torsion bars instead of vertical coil springs at the front.







3.



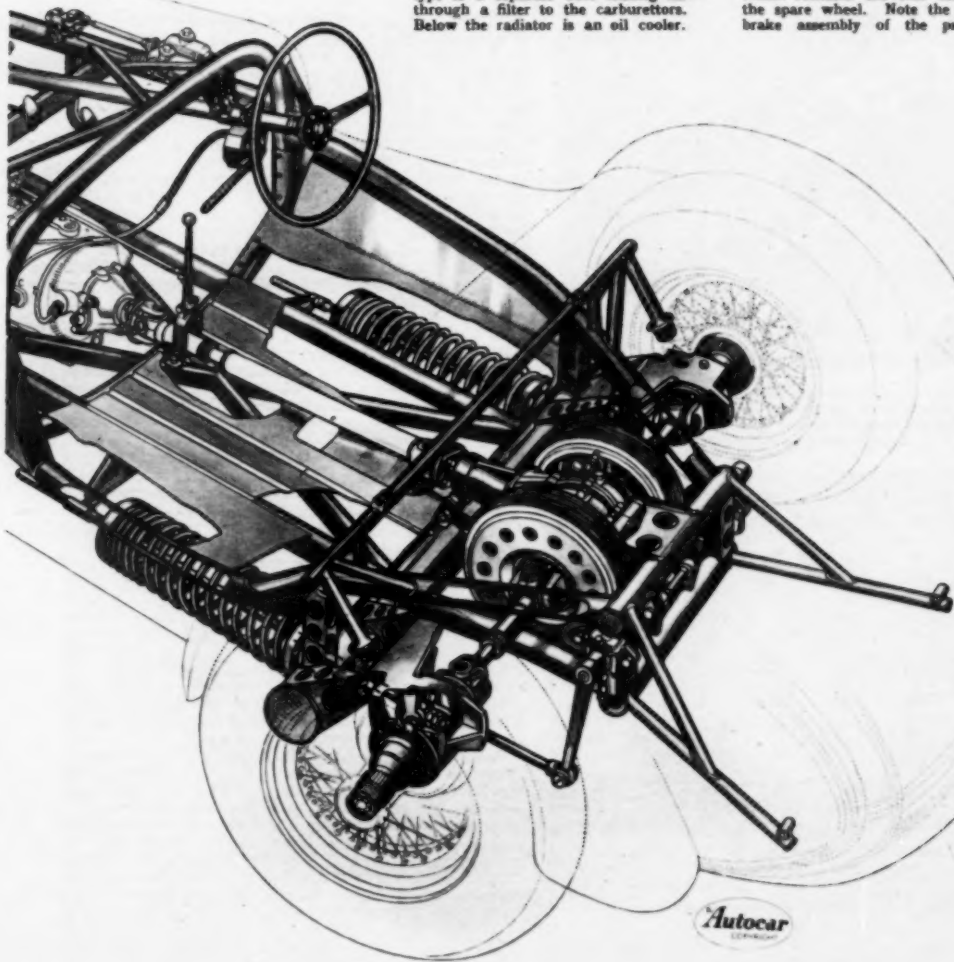
4.

1. A constructor may obtain a rough casting, as shown on the left, in order to machine it himself, or he may buy the complete assembly, as shown in this "exploded" diagram.

2. Above the radiator on the prototype is a separate duct leading air through a filter to the carburetors. Below the radiator is an oil cooler.

3. This schematic diagram shows the front and rear units of the R.G.S. Atalanta, which are the basis for the home constructor's kit.

4. The rear hinged frame structure which contains the fuel tanks and the spare wheel. Note the inboard brake assembly of the prototype.



Autocar

# EASIEST ISLAND

*Anglesey Has No Difficulties of Access, and Makes a Compact and Pleasant Tour*

By G. DOUGLAS BOLTON



The famous old Menai suspension bridge is the gateway to Anglesey.



From the cliffs of Holyhead Island there is a fascinating view of the South Stack lighthouse. Those who wish to leave their cars and make the descent must face 402 cliff steps and a chain bridge across the tide-race.

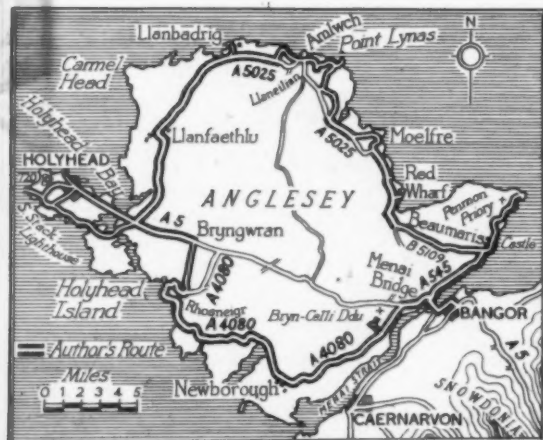
NOT the least of Anglesey's attractions is its accessibility. The expense and trouble of getting a car across to the Isle of Man, Ireland, the Isle of Wight or even the Isle of Skye add a not inconsiderable item to the debit side of a holiday budget. But Anglesey is different. The Menai Suspension Bridge crossing the Menai Strait is a magnificent approach to Anglesey.

I often wonder why people are so anxious to take their holidays abroad when there is such a variety of interest in Britain. Wales is a very different country from England and the Welsh language is as pleasant to hear as it is difficult to write. The fact that Anglesey is an island county off the Welsh coast gives it an added remoteness, and going still farther west you can drive across to Holyhead Island and then walk across a suspension bridge to the islet of South Stack. I always like to think of South Stack as an islet off Holyhead Island, off the Isle of Anglesey, off the coast of Wales. The railhead and A5 road terminus at Holyhead are a little too near for solitude but there are still plenty of odd corners and creeks where visitors are few.

You will find Anglesey a rather flat, green island. White-washed farms, golden gorse bushes and occasional lakes and windmills are dotted about the interior. From the tops of stone-strewn knolls are wonderful views across to the mountains of Snowdonia, usually seen shrouded in rain-clouds, for it is generally fine and sunny in Anglesey when hopeless in Snowdonia. But the beauty of Anglesey lies in its coast with its many sandy, rock-covered creeks and there is good cliff scenery to the west of Holyhead Island. The archaeologist will find Anglesey rich in megalithic monuments. Beaumaris Castle and Penmon Priory are also of historic interest. My only criticism is the scarcity of good hotels in the west of the island, a mere handful catering for a very considerable area.

On a sunny autumn day last year I drove from Bangor to the mainland side of the Menai Bridge, and, as is my custom, walked across the west side of the bridge overlooking the Britannia Tubular Bridge, crossed to Anglesey and came back on the east side, where I obtained a wonderful view of the Strait. Every inch of this short walk is crowded with interest. The bridge is over 1,000 feet in length and the roadway is 100 feet above high-water mark.

Crossing again by car, at the village of Menai Bridge, I turned left along A5, halting at Cae Gfan-y-Mor, a fine viewpoint preserved by the National Trust and about midway between the Menai and Britannia bridges. The Snowdonian peaks are seen across the river-like strait and there is a curious island burial ground approached by a causeway from the shore. Farther along is the Anglesey Column, 90 feet high, and raised to commemorate the first Marquess of Anglesey. Just beyond here I drove into a



little village, modest and undistinguished except for its name, a name which nearly everyone has encountered at some time or other, but a name peculiarly and uniquely Welsh—Llan-fairpwllgwyngyllgogerychwyrndrobwllllandsiliogogoch. It means "the Church of St. Mary in a wood of white hazel near a rapid whirlpool and near St. Tysilio's cave close to a red cave." Fortunately, it is usually called by an abbreviated name, which can be rendered phonetically as "Llanfair-pegee."

I decided to visit the chambered burial cairn of Bryn Celli Ddu, which is more than a couple of old stones in a field. It is a circular mound completely covered over, rather like an enormous grass-covered beehive. It can actually be entered by a dark and uninviting passage leading to an inner chamber. The whole is tended by the Ministry of Works, and the key is kept in a nearby farm approached by following B4080 to Cefn-Bach, then turning north to Pont-y-Craig, and finally turning north-east to Bryn Celli Ddu. When originally opened the cairn was found to contain skeletons, cremated human bones and teeth strewn about on the floor. They were probably scattered there nearly 4,000 years ago. I was the only visitor and was able to photograph the cairn from all angles. Finally, I went inside and conceived the brilliant idea of reversing the usual procedure by taking a photograph from the inside looking out, which took an hour to carry out.

My efforts took so long I did not reach Rhosneigr, my next calling place, until three o'clock, at which unsuitable hour I presented myself at the Maelog Lake Hotel clamouring for food.

It might be appropriate at this point to reflect on conditions in Anglesey less than a hundred years ago when George Borrow made the tour described in his *Wild Wales*. At that time impecunious commercial travellers, when clamouring for food, would call at an inn and say they would "box Harry," an extraordinary but magical phrase which resulted in their being served with beef-steak or bacon and eggs along with tea, bread and butter and a pint of ale. Ordinary commercial gentlemen had the regular dinner consisting of fish, roast beef or fowl washed down with a pint of sherry, followed by tart, and cheese lubricated with lots of ale. A bottle of old port concluded the meal. Borrow paid half a crown for tea-dinner, sundry jugs of ale and bed and breakfast. For over twice that amount I "boxed Harry"



Looking out from inside the chambered burial cairn of Bryn Celli Ddu.

at Rhosneigr (minus the ale) and considered it one of the best meals I had ever eaten in Wales.

South of Rhosneigr, itself an agreeable holiday resort, are two rock-bound bays with smooth golden sands.

On another recent visit to Anglesey I drove across the Stanley Embankment to Holyhead Island. Holyhead is the rail and road terminus for travellers bound for Ireland. Despite the impressive New Harbour with its lengthy breakwater, I found little in Holyhead in any way attractive, although it is one of the few places in Anglesey with any variety of shops. But Holyhead Mountain, three or four miles to the west, is so near to the sea that its modest height of 720 feet gives superlative views. A group of about 60 prehistoric hut circles can be seen nearby. Still more interesting is the South Stack with its celebrated lighthouse. A narrow lane leads via Ty-Mawr to the brink of the cliffs and with no more trouble than getting out of your car, you

Heavy seas breaking on the shore at Moelfre. The fishing boats were drawn up well beyond the high-tide mark.





The mountains of Snowdonia are visible on a fine day from the grounds of the Gazelle Hotel.

## EASIEST ISLAND . . . continued

can look down the precipitous cliffs on to the top of the lighthouse buildings and their enclosing walls, a layout practically filling the rocky little islet. A chain bridge swings across a tide-race and joins South Stack with Holyhead Island. There are 402 cliff steps to descend and climb to get to the bridge, but if you like vertical cliffs, seabirds and swirling waters then South Stack is your objective. To my mind, the most exciting scene of all was the view from the footbridge. Here I could watch the tide-race surging between sheer cliffs revealing the quite perfect examples of twisted strata to the onlooker, a geologist's but also an artist's view.

After visiting pretty Trearddur Bay and crossing from Four Mile Bridge to Penybont, I headed northwards to Cemaes Bay and stayed overnight at the Gadlys Hotel, most beautifully situated. Llanbadrig Church, near the northernmost tip of Anglesey, is perched at the top of a cliff; in fact the graveyard appears in some danger of slipping over the edge into the sea. I climbed a grassy knoll at Llanbadrig and looked down on to a caravan towed by a Jaguar and parked in a field overlooking Cemaes Bay. Given the right weather a camping holiday in Anglesey must be ideal.

My next port of call was Llanellian, approached by a tangle of lanes from the somewhat unprepossessing town of Amlwch. Llanellian is a quiet oasis of white-washed cottages where you will find a fifteenth-century church noted for its ancient rood screen.

The narrow lanes in this region, often barely car width, called for considerable care and I was obliged to return to the main road before turning off to Moelfre, a fishing village perched above a steeply shelving pebble beach. Heavy seas were thundering against the surrounding rocks and the roar of the pebbles when tormented by the angry waves was in keeping with the plaintive cry of the seagulls. Moelfre on a windy day has atmosphere! The boats were drawn up to the roadside out of reach of the sea and the whitewashed

cottages huddled round the beach. Salt spray filled the air, a fitful sun shone through a hazy sky, ledges of rock were one minute covered with dripping seaweed and then submerged beneath foam-flecked breakers. The weather degenerated as I descended to Benllech Bay, a sheet of white surf which successfully discouraged bathers on my visit. Later in the day I drove down to Red Wharf Bay and parked by the Ship Inn. Fishing boats were drawn up on the beach and even on a dull afternoon the place had charm. A great expanse of sand is uncovered at low water but I am told this can be a dangerous bay for bathing owing to its tricky tides.

I drove over to Beaumaris and pushed on to Penmon, where there is an ancient priory said to have been founded



A sturdy fishing boat at the quiet village of Red Wharf. Her uncompromising lines seem to have escaped the influence of the stylists.

by St. Seiriol in the sixth century. I noted the Early Norman church, visited the holy well and cell of St. Seiriol, peered inside the 350-year-old square dovecote, climbed the hill to the north to visit the ancient Penmon Cross, and thus left myself no time to drive along the toll road to Trwyn-Du, the Land's End of Anglesey, overlooking Puffin Island, or Priests' Holm. This island was once inhabited by hermits who became obliged to live in complete harmony because, whenever they did otherwise, their provisions were eaten by mice.

Beaumaris is to my mind the most appealing town in Anglesey, combining an attractive blend of the new and the old. There is a spacious, grassy sea-front reminiscent of a Scottish machair. Other amenities include good shops, hotels, cafés, boating, bathing and golf. But the two main attractions are the church of St. Mary and King Edward's magnificent castle, still surrounded by a tidal moat.

The winding coast road back to the Menai Bridge gives widespread views across the Strait towards Snowdonia.

One of the attractions of Penmon is the early Norman Priory, which possesses an interesting square dovecote.



Caravan site with a seaward view at Llanbadrig, looking across Cemaes Bay.







**GOODWOOD : CHARTERHALL : SNETTERTON : M.C.C. EDINBURGH  
R.S.A.C. SCOTTISH RALLY : TEWIN WATER SPEED TRIALS**

**A**LTHOUGH the most discussed thing on a holiday tends to be the sun—that blazing ball you sometimes see, and around which this earth is alleged to rev—organizers of race meetings, rallies and speed trials do their best on those periodical and delirious days when the banks close to ensure that there are many other things in full swing besides the weather.

A week-end which houses a "Goodwood" is never dull, and the B.A.R.C.'s race meeting there on June 2 has a substantial entry. The programme includes the *formula libre* Sussex International Trophy, in which R. D. Poore's big Alfa Romeo, the E.R.A.s of Bob Gerard and A. G. Whitehead, J. M. Hawthorn's fleet-footed Cooper-Bristol, K. McAlpine's Connaught and the supercharged Delage to be driven by Tony Rolt, are but a few of the formidable entries. The half-litre event is supported by the contemporary five-hundred pack, and in the well-tryed and well-liked sports car handicaps the *marques* of Jaguar, Allard, Healey, Lester-M.G., Frazer-Nash and Aston Martin will compete. First race: 1.30 p.m. Goodwood is near Chichester, in Sussex. Prices of admission are: pedestrians, 6s; grandstand seats, £1 7s; car parks, 5s. and 10s.

For the first time the Half-Litre Club is embracing another formula. The meeting at Snetterton on Whit Saturday (May 31) has, in fact, a fully fledged *formula libre* race, with E.R.A., R.R.A., H.A.R., H.W.M., Maserati, Veritas, Allard and Delage cars in the running. Five-hundreds, of course, have not been deserted, and the 2.7-mile course should be a good playground for the large entry. First race: 1.30 p.m.

Snetterton is near Thetford, Norfolk (All, London-Norwich).

Scotland, also on Whit Saturday, will not be without racing interest. It is a pity that the use of Winfield had to be discontinued, so soon after the energetic Winfield Joint Committee had stood the

venue on its feet; but from all accounts the new Charterhall circuit, discovered recently and organized by the same team of enthusiasts, is an excellent course. Lap distance measures two miles. It includes a fast straight, two hairpins, a right-angled corner and a fast curve. The meeting there on May 31 caters for sports (5 laps), saloon (5 laps), 500 c.c. (15 laps), and *formula libre* (20 laps) racing cars. Again there is a good entry—78 in all—in which David Murray's *Ecurie Ecosse* Jaguar *equipe* will be prominent, with drivers Ian Stewart, Sir James Scott Douglas and W. A. Dobson, to say nothing of Reg Parnell (Maserati) and J. M. Hawthorn (Cooper-Bristol) fresh from the Isle of Man by plane. First race, 2 p.m. Charterhall Airfield is 3 miles from Greenlaw, near Berwick - on - Tweed. Admission charge: pedestrians 2s; car park (with occupants), £1.

Those who remember the M.C.C.'s annual Edinburgh Trial as a stiff event which was not to be trifled with may relax a little when they see its modern, more kindly, rally-type substitute. Competition, however, is still keen, and competitors will start on May 30 from London, Bristol and Buxton, for Edinburgh via Warwick (where all routes converge), Harrogate

(breakfast, May 31), Penrith, Keswick, Honister, Carlisle (lunch), Tibbleshields, and Penicuik.

Tewin Water on Whit Monday, with classes for racing, sports and saloon cars, has also to be reckoned with, and is always a friendly, good-humoured event. The speed trials start at 12 noon. Tewinwater is near Welwyn, in Hertfordshire. Admission charge: 2s 6d per person.

The R.S.A.C. Scottish Rally (June 2-6) has the last laugh, for its competitors will be hurtling round the Highlands long after the rest are back at their desks. The tenth of its series, with an all-England and Scottish entry, will travel over 1,100 miles, describing a circle from Glasgow's Blythswood Square and back again, through tests over Rest-and-Be-Thankful, Balmoral, Inverness (June 3); Dingwall, Lochinver, Inverness (June 3); Fitlochry, Oban (June 4); Strachur, Arrochar, Glasgow (June 5), to mention but a few of the places to be visited. It is now many years since (in 1932) the first Scottish Rally was run, but the perennial charm of Scotland still pulls. Last year's winner was Leslie Wood (Jaguar), who was awarded *The Autocar* trophy. Start: R.S.A.C., Blythswood Square, Glasgow, 9 a.m.

(Above): Skirmish at Goodwood. M. A. H. Christie spins his Cooper around in the Lavant Cup Race (April 14), while J. D. Barber (Cooper) and G. M. Watson (Alfa, in foreground), keep moving in the right direction. Seen here (right) is J. M. Hawthorn at the wheel of his well-prepared Cooper-Bristol, which he races at Charterhall (May 31) and Goodwood (June 2).





## Service Viewpoint

### What Can't Speak Can Lie

EVERY now and again we get the sort of problem where the customer and ourselves nearly finish up calling each other rude names. One such case was that which concerned the owner of a little family saloon to whom we had been able to give several extra miles per gallon, and we considered it was a very satisfactory transaction all round. No doubt it was, until the day when he came in and reported that his fuel consumption had suddenly and alarmingly increased. Well, these things *do* happen and we checked all the stock items, and could find nothing wrong. So we took the car on our measured four-mile test run and found the fuel consumption to be well up to the standard of the original satisfactory transaction.

Of course, in all sincerity, we had to put at issue the customer's figures, and he retaliated by questioning the honesty of our petrol consumption test and a very unpleasant scene ensued. Then we thought to ask the client whether he had had anything done to the car—brakes adjusted and now binding, engine overhauled and possibly the valve setting incorrect. The customer was quite adamant that nothing had been done which could have the slightest effect upon economy; why, the only thing that had been touched was the speedometer head, which had been faulty and had been replaced.

You may have guessed it; yes, the new unit was calibrated to suit a different axle ratio, and was reading only 3.7 miles for every five miles; but what we couldn't understand was why he never complained about a lack of speed.

### Plugs

IT seems a pity that one of the most important parts of a car was ever given such a prosaic name as "spark-plug"; perhaps if it had been known from the start as an ignition precipitator, people would have had more respect for it. As things are now, the average motorist calls a plug a plug, and however unversed he might be in technical matters he seems to think that there is nothing to know about its functions.

What brought this to mind was the recent experience of a gentleman who complained of a sudden and apparently inexplicable epidemic of pre-ignition. It couldn't, I was told, be the fault of the plugs, for a new set had just been fitted, and they were the recommended make. A check revealed that they were indeed the recommended make, but as far as type was concerned they were about as wrong as they could be, being FE20s instead of FE70s, the

practical difference being that they were intended for use in a petrol-paraffin engine, and were in fact installed in a very high-efficiency petrol engine. The owner of the car is an enthusiast, and should have known better, but there is even less excuse for the garage man who sold the plugs.

The sorry fact, however, is that all too few repairmen understand the fundamentals of sparking plug application, and the only difference some of them recognize is that between 14 and 18 mm.

### Plumbing Department

MANY of our customers are eccentric to a greater or lesser degree, so we were not at all shocked when a motorist gave us instructions the other day to replace all the petrol and oil pipes on his car, even though the car had scarcely run the newness off. Subsequent conversation revealed that trouble had been experienced with stoppages caused by rust scale, and the good man had gone to the expensive extreme of having the tank opened and treated internally. The persistence of the trouble after this had been done seemed to indicate that the steel pipes were corroding internally, and when we removed them we found that this was indeed so. Of course, the root of the trouble is the fuel, which does seem to contain an alarming proportion of water; but, nevertheless, corrosion-proof pipes seemed to be the only immediate solution.

I know the supply position is difficult, and perhaps the copper shortage is even more acute than suspected, but then steel is scarce, too, and one cannot help wondering whether the use of steel pipes is not, perhaps, just another bit of penny-pinching on the part of the manufacturers. From the fitter's point of view, particularly if any alterations are to be carried out, the steel pipe seems to have little virtue, for it is difficult to work and is prone to fracture if subject to any inter-unit vibration. All in all, compared with the ductile and annealable copper pipe, it appears to be a very poor compromise.

### The Moon and Sevenpence

THEY say it's an ill wind that blows nobody good, and from the purely practical angle I think there must be some truth in it; since Budget day we have been literally besieged by people who want better economy, no matter what sacrifices might have to be made in performance. The attitude of some customers might have been a useful pointer to those whose job it is to design cars, for the overwhelming



majority treat the matter of lack of top-end performance with the greatest nonchalance, so long as better economy figures result.

As one customer pointed out, somewhat wistfully, no manufacturer seems to cater for the man who wishes for a severely practical vehicle, denuded of all frills, possessed of a moderate performance, but capable of returning high m.p.g. figures and giving utter reliability. His ideal model, he told us, would be a four-seater saloon, devoid of chromium, heater, Wind-tone horns, radio, sunshine roof, interior ostentation and so on, but fitted with an engine that would run 20,000 miles between decokes ("as they used to in the old days"), which would permit a 40 m.p.h. cruising speed in return for a 40 m.p.g. figure.

He did not think that he was asking for the moon in requiring such a specification, and after spending a lifetime listening to the views of other ordinary motorists, neither do I.

### Back-Pressure

WITH some interest I note that in recently arrived American periodicals several advertisements appear of firms which specialize in the fitting and servicing of exhaust systems. The "muffler," as it is called over there, seems to receive a good deal of attention, which I think is a very good thing, for our experience has shown that many cars are running about fitted with more or less obstructed exhaust systems. Perhaps if motorists realized the grave effects upon economy and performance which result from exhaust back-pressure, more attention would be given to this very important component on this side of the Atlantic.

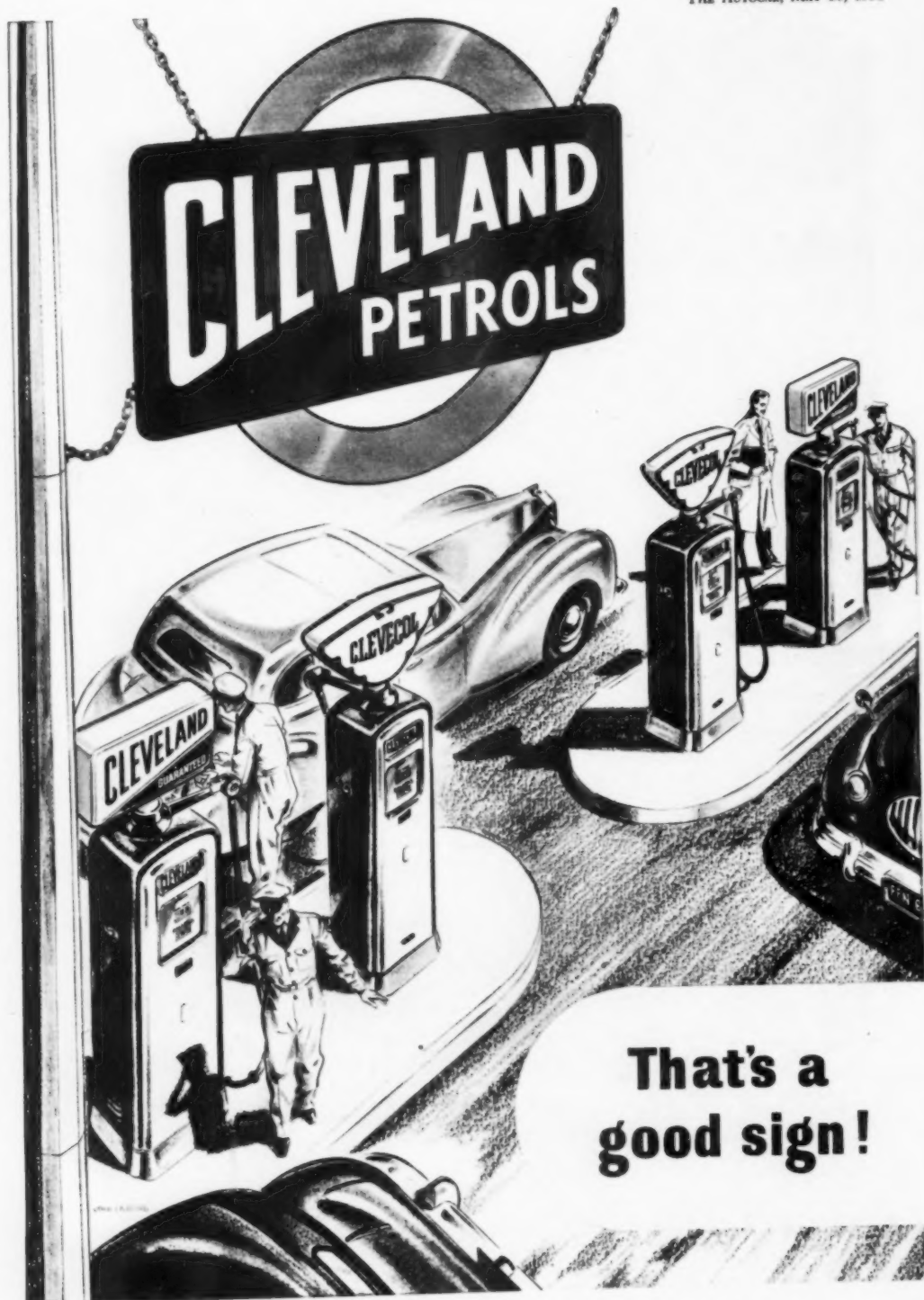
We recently cured a car completely of the allied troubles of boiling and running-on by the simple expedient of replacing the silencer, in which a baffle had become misplaced and was setting up a considerable amount of back-pressure. Silencer repairs are generally uneconomical in these days, when labour charges are so high, and we advise customers to have new replacements if any trouble is located.

On this topic, one peculiar thing happened recently when we fitted one of the well-known straight-through types of silencer. Whether it was the result of some measure of over-extraction, we are not sure, but the car was exactly 3 m.p.h. slower than with the original. TUNESMITH.

# ROLLS-ROYCE

*The Best Car in the World*





**That's a  
good sign!**



# REPAIRING PAINTWORK

By

J. D. McLINTOCK

Where only a small area of the surface requires retouching, a pencil brush is preferable to a "spade end."

## THE CORRECT USE OF SYNTHETIC FINISHES FOR PATCHING PURPOSES

**M**OST motorists know those textbook counsels of perfection regarding the refinishing of bodywork, but know also that to carry them into effect costs a great deal of money and expenditure of time. If they are owners of old cars—say pre-1937—they seldom regard it as a practical or economic proposition to put the work out to a specialist, and cannot face the task of a complete repaint at home. What is the best course open to them?

One is tempted to say "Make the best of a bad job," but that does not put the matter rightly. "Make the best of making good" is perhaps a better phrase to apply to the sensible course of action.

The term "making good" implies the renewal or refinishing of those parts of anything which are in need of such treatment. I use the expression because I am quite certain that at any rate seven out of ten old cars are better with as much of the original finish left on as possible. Any professional painter will tell you that he is always reluctant to remove old finish that is firmly adhering to its metal, and is neither chalky nor "crazed". He does remove it, in all probability, but then he is concerned with getting perfection, almost regardless of cost or time.

There is much that can be done with a venerable car, in the way of making it look as though it had but recently emerged from a coachpainter's shop. A careful examination of the state of the existing finish must first be carried out.

### Flaws

Is the finish "chalky," that is, does it look quite matt, and will the slightest rub with sandpaper bring off powder? Is it crazed, which means having a tiny crazy-paving design all over it? In the former condition the thing to do is to experiment with careful sandpaper work in order to find out whether the chalking is very deep or not. If the finish is fairly easily removable right down to the primer coat or the bare metal, there is little option but to strip down and repaint completely, if one feels equal to it. If, on the other hand, only a little of the finish powders off easily and the rest seems sound and hard, it will not be necessary

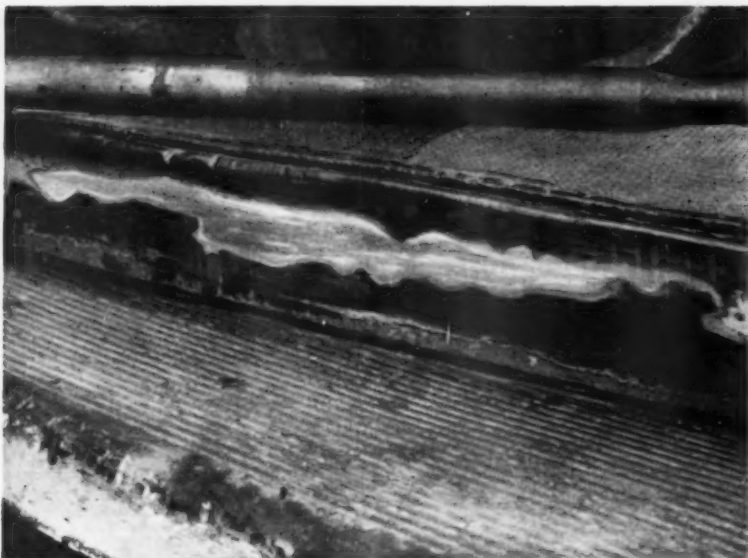
to strip down but only to rub down to a sound finish all over.

With the car on which the paint is crazed all over, or over large areas, it is not inevitable that the finish should be stripped, *provided it is adhering perfectly*. I have seen excellent results obtained simply by putting two finishing coats on a rubbed-down area of crazed paint, although there are slightly more elaborate treatments which will be considered. Crazing is often quite shallow.

Perhaps, however, the general finish is hard and still glossy, but there are quite considerable areas of flaking or blistering, or even rusty bare metal. The cause is not

Priming paint should be brushed on as a base for the stopping.





If the old paintwork has chipped, the edges should be rubbed down and tapered to the bare metal. This illustration shows the process in a particularly susceptible spot on the older cars—the narrow and usually curved valance beneath the doors from the body to the running board.

## REPAIRING PAINTWORK . . . continued

lost by any means, and it would be a great pity to strip off all the rich, glossy finish. There are certain measures that can be adopted to deal with the bad areas, so that the final result will at least satisfy a layman.

If the original finish has been "tarred over" with unsuitable paint by some willing but misguided former owner, there is even a cure for that, but the process, which may involve lengthy application of elbow-grease and glass paper, is among the most exacting and unpleasant.

Reverting to our proper sequence of hypothetical problems, let us suppose that a slightly chalky finish has been rubbed down all over lightly and with dry abrasive paper, and then thoroughly washed and dried. The question of whether to apply an undercoat will arise. Generally speaking, this should not be necessary unless the new finish is to be of a lighter colour, but it may be considered advisable if what seems to be a fair amount of the original finish has powdered. The finishing coats—as many as may be considered necessary—may be applied in the usual way, and rubbed down between coats. Finally, if desired, colourless varnish may be applied, although this is hardly necessary with modern good quality paint finishes. As regards finishes themselves, the choice lies between cellulose and hard-gloss and synthetic paints, and a little must be said about this subject before going on to the next case.

### Differences

Cellulose can give wonderful results, but it is more difficult to work than any other finish, from the amateur's point of view. If he has spray plant and a dust-free, flame-proof and ventilated booth, well and good. He can perhaps act on counsels of perfection and get down to meticulous stripping for a start! If he wants to use a brush he must still have an airy yet dust-free place, and he must be prepared to apply several coats and rub down well, and if the old finish is not to be stripped, he must be reasonably certain that it will not be "lifted" by cellulose. I myself once re-finished most of a car beautifully with brushing cellulose, but on the last section I had the alarming experience of

suddenly obtaining what the accessory manufacturers describe as "crackle finish." That part of the car had at some time been repainted in a medium unsympathetic to cellulose. Brushing cellulose can be very good, but it must be worked so quickly and confidently that it is not easy for an amateur to use.

Hard-gloss paints are among the most durable finishes obtainable, and are easy and very pleasant to work. They tend to dry rather slowly, however, and on vertical surfaces one has to guard against runs. Perhaps best of all finishes for the amateur is synthetic lacquer—usually a plastic or resin-based paint with good flow characteristics, and remarkable covering power. Synthetic paints are quite quick-drying, too. A typical one is touch-dry in one hour and hard-dry in twelve. Both hard-gloss and synthetic paints will go over almost any type of old finish.

### Preparation

A finish that is crazed but otherwise in sound condition should first be rubbed down well with wet-and-dry paper and soap and water. Then it should be washed well and allowed to dry. There must, of course, be no trace of grease or oiliness anywhere, and this applies strictly to every stage of paint preparation. After flattening, the surface will be much smoother, but will inevitably still bear traces of the curious "grained" pattern peculiar to finishes which have aged in this way. The owner must then decide what steps to take to eradicate the roughness as much as possible.

Action will depend on time available, and how fussy the owner may be. An undercoat and two finishers in synthetic will give quite a smart result, but when possible it is worth while going through the primer, filler, groundcoat routine. It is not proposed here to go into the details of stoppers, fillers, and so on. Any paint supplier is only too anxious to acquaint the customer with what he can offer and what the materials will do. The principle of the thing is that of building up the original finish, and the state of that finish will be the deciding factor in assessment of the "body" needed in a filler.

It should be clear that putties, fillers and stopping are used only when there are indentations to be filled. Crazing, of course, is a case where there are minute and more or less regular indentations. Generally speaking, fillers and stoppers, but not groundcoats, should be flattened.



This brings us to the familiar case where the general finish is good and sound but where there are considerable areas of flaked finish, or where, indeed, the paint has long since disappeared. Again assuming that economy of time and money must be the order of the day, the object is to repaint the bad areas so as to make them as nearly as possible indistinguishable from the rest of the paint. It is no good disguising the fact that hard work will be necessary, and as always in any painting job, more time must be spent on preparation than on the actual finishing.

Remove all loose or flaky particles first and get down to something really solid. If there is rust, it is not sufficient to remove most of it by manual means such as scraping or papering, and a file must certainly not be used on comparatively thin-gauge metal. Use a good de-ruster, of which there are several proprietary examples, and be very careful to neutralize it afterwards, by the means recommended by the maker.

### Thin Coats

If the metal is corroded or pitted, it will be essential to use a hard putty or knifing compound to obtain a flat surface, but this should be applied in a few thin coats and not one thick one which will subsequently crack. A putty or paste stopper will be used also if the bad patch has well defined edges, i.e., where paint has cracked or lifted purely locally or where there has been mechanical damage, so that an area has flaked off cleanly. With minor indentations, or where the area is to be feathered down to the general level, a few coats of brush-applied filler will be adequate. The aim is to make the area up to the same level as the surrounding paint, by fair means or foul, but filling material must not be used in too great a thickness, say  $\frac{1}{16}$  in. Deeper indentations must be filled in with solder or Loy metal, which is easier to use. Remember that primer should be applied after cleaning the stripped area, and before applying stopping.

With the area built up, the next and most difficult step is to reduce it to the common level—or at least as nearly as is possible. Time spent on this part of the preparation is always well spent. What lies underneath—bumps, scratches, ridges and the like—is always reflected, and not infrequently exaggerated in the finished effort. There is no short cut to obtaining the desired result. It is simply a matter of pegging away at it with wet-and-dry glass paper, used with slightly soapy water, and backed up by a rubbing block on flat areas. A rubbing block may even be an advantage on slightly radiused areas if the stopping has been put on rather thickly. Much of the art of making good, of course, lies in putting on just enough, and not too much, stopping or filler.

### Finishing

Finishing coats should be applied as thinly and in as few numbers as possible consistent with covering adequately. This will assist feathering the edges of the area, which is effected by careful rubbing down. The putting on of finishing coats must include what painters call laying off, that is, brushing very lightly over each new painted patch with the very tips of the bristles. It removes brush marks and tiny bubbles. It is also a good thing to start one's jobs with the obscure places and, as one grows more expert, to do the prominent places such as the bonnet top last of all.

What of the finish that has been apparently ruined by someone else's efforts at "painting"? Usually there are three possible courses of action—to strip and repaint completely; to rub down painstakingly; or to remove as much of the amateur finish as possible by judicious use of paint stripper suitably diluted. The first course is, as in all the other cases, the one which the busy owner wants to avoid, as it has been assumed that his car is not of a sufficiently high value to warrant the expenditure of time and money.

Rubbing down will in most cases be the answer, but it is a task, and it will often be found that the amateur finish is like rock in some places and like gum in others. Good results are sometimes obtained by putting a single coat of filler over the poor finish, and then rubbing down, so that



A hand scraper will remove loose or flaky particles. Care must be taken to avoid scoring thin-gauge metal panelling.

the filler acts as a filler normally would but also serves as a guide coat. The guide coat, as a matter of further interest, is useful on many other occasions. It may simply consist of a well-thinned coat of finish which is applied before final rubbing down and will act somewhat after the manner of mechanics' blue on a bearing surface; that is, it will indicate the low spots from which it cannot so easily be removed. If a guide coat, perhaps of a darker tint, has been completely rubbed off it is then known for certain that the surface is perfectly smooth.

As regards the use of weakened paint stripper, it will be essential to experiment on a small area of the finish first, in order to find out whether the amateur finish is bonded to the original paint or not. If it is not, and seems to come off reasonably easily, then the whole area should be worked over with the solution at the appropriate strength. It will be advisable to consult the makers of the particular stripper as to the employment of a suitable diluent but I have myself used water with reasonable success, although it acts more as an emulsifier than a solvent. On another occasion I used commercial sugar soap as a stripper with some success. It can be mixed to any required strength. This, however, must be very thoroughly washed off and neutralized, as the slightest trace left will spoil the new finish. In general, use of strippers in this way requires more judgment and skill than mechanical work with glass paper.

A bad or damaged patch of paintwork is often at an edge or junction of panelling. It is useless to renew the visible part and leave the way open for rust to spread from the invisible section by creeping along the metal underneath the new paint as it does.

Stopping is applied with a palette knife to the damaged areas.





This ancient stone bridge across the River Elwy gives entrance to the village of Llanfair-talhaiarn, which is six miles from Abergelle, North Wales.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### COVENANTS

#### The Slippery Slope of Prices

[64215].—For the benefit of those who blindly sign two-year covenants on a falling market the following experience might be of interest. Towards the end of March I asked the B.M.T.A. to release my car from the covenant. After telling me that I could sell it through the agent from whom I purchased it—in spite of having heard from that agent that he was not interested—I was eventually given permission to sell in the open market at a price not exceeding the current list price plus purchase tax.

This was six weeks after my original request, when it was obvious to all that I could not get within a thousand pounds of the current list price plus P.T. My last bid was £1,500 under list price plus P.T. I have "missed the boat" and still have the car and the covenant. I must now keep it until I die, when it will make an excellent monument over my grave; but how does this help the car buyer or the trade? A. C. S. IRWIN.

Codicote, Hertfordshire.

### TIP AND RUN

#### The Other Type of Motorist

[64216].—Reading in the May 9 issue the unfortunate experience of The Scribe, I would like to record that, in reversing, a car was backed into the side of mine recently. The owner found out where I was and told me of his fault. Although I was naturally annoyed I could not but thank him for his courtesy, as no one saw it happen.

Manchester, 21.

A. SCOTT BLAIR.

### ALCOHOL

#### Need Fuel Prices be What They Are?

[64217].—The Scribe mentions beet as a producer of alcohol (May 2), but I would point out that they are grown primarily for the production of sugar, alcohol being produced from the waste matter. The processing of this waste matter is extremely cheap, merely fermentation and distillation.

With a change of Government and a change of policy which places a premium on British production of everything possible from British resources, to save imports, dollars and sterling, we may in due course see this principle applied to motor fuel, as it has been done to food; and while the farming fraternity holds every rural seat in the House of Commons this will be the policy as regards food.

Farmers do not see the justification for paying 1s 4d a gallon for tractor fuel when they paid 6d or less before the war, in 500 gallon lots of alcohol made from the waste from the sugar factories, and sold retail at the pump for 9d.

L. A. P.

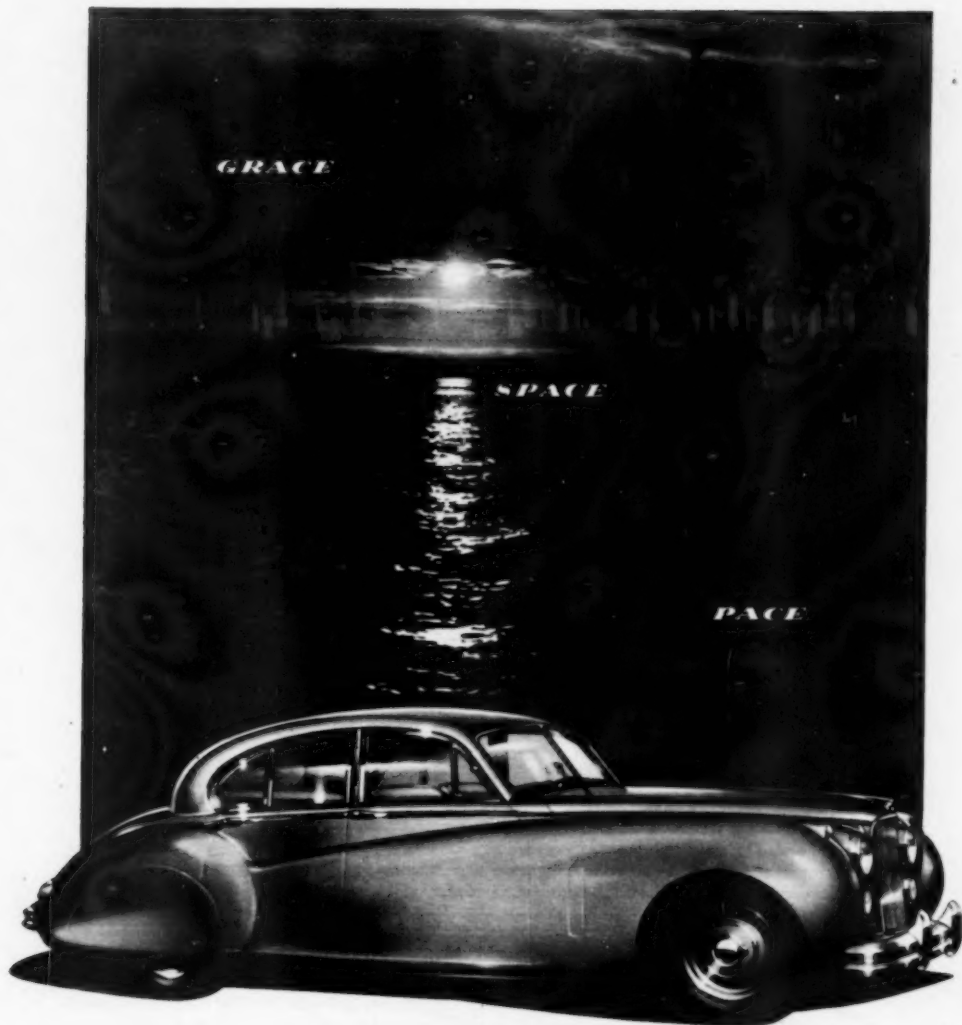
Attleborough, Norfolk.

### CREEPING PARALYSIS

#### Activities of the Organization

[64218].—We should like to assure you correspondent, Mr. Arthur H. Doe [64198], that the motoring organizations maintain constant vigilance in order to prevent roads from becoming automatically restricted by the introduction or extension of systems of street lighting. Immediately a case is reported by one of the road patrols or a member of the A.A., R.A.C. or R.S.A.C., the site is inspected, traffic conditions are observed and all other relevant factors are taken into account. Wherever the restriction is considered to be unjustified, representations are made to the highway authority and, if need be, to the Ministry of Transport, and the outcome is frequently the removal of the speed limit.

The four lengths of road mentioned below are typical of those which have been derestricted at the instigation of the motoring



*In many lands in many languages the world's press has paid generous tribute to the Jaguar. Let their words on the Mark VII Saloon speak for themselves. "Indescribable beauty . . ." remarkably modern, yet in impeccable good taste.\* Its roomy body seats six in comfort.<sup>3</sup> Four large suit-cases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed.<sup>4</sup> With its famous XK120 engine, it can do a hundred plus miles an hour.<sup>5</sup> Britain's most outstanding car—and the fastest.<sup>6\*\*</sup>*

1. LE MATIN, PARIS    2. LE MONDE, PARIS    3. THE QUEEN    4. DAILY TELEGRAPH    5. NEW YORKER    6. DAILY HERALD

# JAGUAR

*Powered by the world-famous XK120 engine*

# The story of the air you ride on

NUMBER ONE OF A SERIES



It was Charles Goodyear who first vulcanized rubber and so founded a new industry. He patented his process in 1844, the year in which, by a fateful coincidence, a young mechanic named August Schrader set up his workshop to make brass plates for daguerreotypes — the form of photography of that period. Schrader turned to brass-turning and finishing, and the Goodyear Brothers began to bring him their problems. Deeply interested in their product, he worked with them on the design of moulds and fittings, and above all on the development of reliable air valves. Out of this experience came the Schrader tyre valve of today. Pioneering great advances in diving and salvage equipment, Schrader became the acknowledged master of air control. He produced his first tyre valve in 1891. Subsequent improvements culminated, in 1898, in the valve with a core replaceable in one unit and this Schrader valve, though improved in materials and construction, still remains basically unchanged.



*Today  
SCHRADER VALVES  
are standardised  
throughout the world.  
Every core and cap is  
interchangeable in the  
valve of any vehicle.  
This standardisation  
has simplified infla-  
tion, pressure-testing  
and general tyre  
maintenance.*

## Schrader

**STANDARD TYRE VALVE**

*Keeper of the Air you ride on*

A. SCHRADER'S SON • BIRMINGHAM • ENGLAND

## CORRESPONDENCE

continued

organizations in recent months in the London area alone, although still equipped with lighting:

Fryent Way, Wembley, N.W.9. (B4566)  $\frac{1}{2}$  mile approx.  
Great Chertsey Road, Chiswick. (A316)  $\frac{1}{2}$  mile approx.  
Kington Road, Ashford, Middlesex. (A308)  $\frac{1}{2}$  mile approx.  
Westbourne Avenue, S.E. (A205) 1 mile approx.

Route B370 had already been inspected and, although it does not, in fact, carry very heavy traffic, initial representations are being made to the highway authority.

The Ministry of Transport is aware of the strong case for amending the Act and of the efforts of the Standing Joint Committee to ensure, by means of new legislation, that any additional installation of street lighting shall not automatically bring the speed limit into operation. Meantime, the motoring public can give valuable co-operation by reporting to the R.A.C., A.A. or R.S.A.C. any case which comes to their notice.

W. V. GIBSON, A. W. PHILLIPS,  
Joint Secretaries, Standing Joint Committee.  
London, W.C.2.

## ROADS

Praise for Derbyshire's Surfaces

[64219].—The recent article on the roads of Derbyshire (May 2) was particularly interesting as last week, for the first time since 1937, I stayed for a few days near Derby.

Not only were the road surfaces excellent but also the ring road plan of Derby city, coupled with the excellent signposting in the town itself, made one's journeys through the town a real pleasure, despite incessant rain.

The surfaces of the roads from Hampstead to the Midlands seem vastly superior to those from Caterham through South London, where i.f.s. is definitely needed if one wishes to avoid a dislocated spine!

The 1930 Ford Fourteen put up quite a good show: the distance was 170 miles, and, leaving at 8 a.m., we arrived at 3.15 p.m. This allowed us a stop for lunch of 1½ hours.

Tunbridge Wells, Kent. JOHN T. G. ROUTH.

## SECOND-HAND PRICES

The Realist in the "Smalls"

[64220].—On behalf of the somewhat over-exploited car buying public of this country, I should like to applaud the action of the advertiser who used the "Cars Wanted" column of a recent issue to offer exactly half the usual "asking" price for a well-known post-war car. This seems to be about the first touch of reality in car prices for a long time, as it is becoming increasingly apparent that most second-hand cars—post- or pre-war—are being offered by dealers at quite artificial prices in an attempt to bolster up a collapsing market.

Pinner, Middlesex.

B. JOYNSON-CORK.

## SQUARE ENGINES

Over-squareness in A.B.C. Designs

[64221].—The letter from Mr. F. W. Hudlass [64181] about early examples of the square engine prompts me to put in a word for the three A.B.C. vehicles I possess, which have suddenly found themselves quite fashionable.

The Scootamotor, motor cycle and car bore and strokes are respectively 60 x 44, 68.6 x 54, and 96 x 91 mm, but whether the designer, Granville Bradshaw, made the strokes so short for efficiency or for convenience, because of the horizontal cylinders, I do not know. The date was 1920-26.

Crawley Down, Sussex.

S. DE JONGH.

## SPORT IN AMERICA

Efforts at Mediation That Have Been Made

[64222].—I have read your journal for many years and have always been impressed by its fair and open-minded policies, and its sporting attitude toward motor sport in all parts of the world. The remarks of J. A. Cooper in "The Sport" (April 4) concerning the Sports Car Club of America and the A.A.A. were read as an unpleasant surprise. I am sorry Mr. Cooper is not in the United States so that he can acquaint himself with the facts. His informant has certainly not presented him with both sides of the question.

Here are some of the basic differences: The S.C.C.A. is a private club—all of its events are for the benefit and enjoyment of its members first. A prime requisite for membership is an interest in the preservation of the sport of motoring, and in gaining skill therein.

The A.A.A. is an association which provides certain minor services to motorists, controls major competition in the U.S.A. and would like to control all racing (for obvious financial reasons), and is open to anyone who wishes to pay the fees required.

The S.C.C.A. is interested in the sport only for its own sake.

The A.A.A. is interested in the sport only from a financial standpoint. The federal tax officials have confirmed this point repeatedly.

Here are some of the efforts toward solution: The S.C.C.A. has repeatedly, through the efforts of its presidents, past and present, approached the A.A.A. to hold meetings to decide on the manner in which sports car racing will be governed in the U.S.A. These efforts have been put forth for three years. The A.A.A., through its Contest Board, has never had the grace to meet, at any length, with the S.C.C.A. and, apparently, until the former is in a position to dictate terms, will not do so.

There is a vast difference between professional racing in the United States and in the rest of the world. It would be impolite to describe it here. But we are fortunate to have a number of excellent British drivers in the States, and they understand this difference completely. Most are members of S.C.C.A. and I believe they all agree with its policies wholeheartedly.

The attack on the S.C.C.A. is almost amusing, for *The Autocar* formerly held such scorn for our type of racing when it was composed entirely of "Non Kling Chewing Gum Special" machines; and now a complete about-face when we attempt, in the best way we know, to bring the more gentlemanly type of racing which has long existed on the Continent to the U.S.

Should it be necessary to bring to your attention the fact that the majority of fine British sports cars, imported in such amazing numbers since the war, are in the hands of members of the S.C.C.A. and other clubs with similar ideals and goals? I think not.

EQUIPE ALVIS.

Chicago, U.S.A.



## ENGINE RATING

Conversions from Litres to h.p.

[64223].—The chart accompanying the letter of Mr. J. L. Blonstein [64127] deals with a problem of a type which can also be tackled rather neatly by means of a nomogram. It occurred to me that, in this instance, a nomogram designed for exactly the same ranges of capacity, stroke and horse-power as Mr. Blonstein's chart, and with its details suitable for reproduction at the same size, might be of interest for comparison of the two methods. I have accordingly constructed one.

The nomogram is, of course, read by laying a straight line across the three scales. Personally I usually pull a piece of thread straight and hold it across. Taking the same example as in Mr. Blonstein's letter—a 2½-litre car with a 90 mm stroke—we put one end of the straight line on 2½ litres (left-hand scale) and the other on 90 mm (right-hand scale). The line will then be found to cut the horse-power scale at 22 h.p. As with Mr. Blonstein's chart, the nomogram can, of course, be used in reverse to obtain capacity from R.A.C. rating and stroke.

Wargrave, Berkshire.

F. E. FRYER.



## CORRESPONDENCE

continued

## PISTON SPEEDS

The Effect of Stroke Length on Wear

[64224].—Surely the claim that short-stroke engines will have reduced cylinder wear (as compared with normal or long-stroke engines) is a fallacy?

I quote from your recent description of the new Vauxhall engines: Piston Speeds: "Numerous features should contribute to longer life. First of all, the shorter piston travel is in itself a considerable factor in reducing cylinder wear, as these tabulations show: Piston travel in feet per road mile. Wyvern: Old engine, 2,335. New engine, 1,873," and I submit that you are confusing piston speed per engine revolution with piston travel per road mile.

The former is decided solely by the stroke of the engine, which is exactly what we are talking about. The latter is decided either by the stroke of the engine or by the gear ratio used, so we must assume a fixed ratio, say 5 to 1, and say 2,000 engine r.p.m.

Right? At 2,000 r.p.m. the piston of a long-stroke engine descends its bore 2,000 times per minute and ascends it 2,000 times per minute. If the engine is a short-stroke design exactly the same figures apply.

The dominant cause of bore wear is clearly the running of the piston up and down its cylinder and the extent of bore wear is owed to the number of times this takes place—and it is equally clear that this figure is the same whether the engine be long or short stroke.

Years ago we had the long stroke of the Bentley engine being accepted as a reason for its longevity; now we are told this quality is inherent in short-stroke design.

There are probably a dozen factors influencing the rate of cylinder wear but for the life of me I cannot see that length of stroke is one of them. H. K. FREEMAN.

Gateshead-on-Tyne.

[Mr. Freeman ignores the fact that engines have to be overhauled because the cylinder assembly as a whole, consisting of pistons, rings and cylinder bores, is worn out. It is reasonable to assume that the wear of the pistons and rings is proportional to the distance travelled per road mile and this is directly related to the length of the stroke. When the pistons and rings are worn the cylinder walls will be more exposed to the effects of blow-by and the corrosive action of the products of combustion. —Ed.]

## KELVIN COINCIDENCE

The End of the Chain of Circumstances

[64225].—With reference to the paragraph "Coincidence" in *The Autocar* of May 2 ("Disconnected Jottings"), I feel that the following is worth reporting to you. I am a week or so behind with your journal, therefore the above-mentioned issue accompanied me to the office on Friday, May 9.

The time was about 10.30 p.m. and the Press Association were sending reports via the teleprinter. I glanced at the first page and read that the Kelvin Engine company was being sold to meet death duties; mention was also made of the fact that the firm was originally known as the Kelvin Car and Engineering company. Apart from a certain feeling of sadness that yet another old company was being absorbed by some monster firm, I more or less forgot the matter as there was plenty of work to attend to.

Homeward bound, I turned to *The Autocar* for pleasant reading; imagine my surprise when I read The Scribe's "Coincidence" paragraph.

Hornchurch, Essex

JAMES FRASER.

## WINDOW CLEANERS WANTED

Contradictions in the Back

[64226].—I have been interested and amused by recent Correspondence in your columns regarding "dolly-danglers" and "bird-bobbers," and now think that I have seen "the lot"! Whilst driving to my office this morning I passed a vehicle having in the rear window a "courtesy club" sticker and, just below it, a metal plate inscribed with the words "If you read this, you are too d—d close."

Truly a strange combination of "courtesy" and rudeness to other road users, especially to those of us who like to keep both rear windows and windscreens clear of all such ridiculous obstructions.

With best wishes for the continued success of your excellent journal.

London, N.W.4

D. J. RITCHIE.

## MOTORING FORMULA

An Assessment of Value

[64227].—I have, for the last year or more, been endeavouring to compute a system whereby some comparative form of marking, or standard, can be given to all cars.

This standard would be based on such things as speed, acceleration, braking, petrol consumption, turning circle, steering ratio, accuracy of instruments, accommodation for passengers and luggage according to the type of body fitted, and also type and variety of fittings, the whole being scaled according to power, power-weight and price.

The figures and observations must obviously be based upon unbiased reports and tests, and in order to further the immense amount of research still necessary, I am in need of many of your pre-war Road Test reports, particularly those before 1938. If any of your readers could help me obtain these I would be extremely grateful, as I would be also for any helpful suggestions. PETER BROCKER.

83, Frinton Road, East Ham, London, E.6

## SPEEDOMETERS

What Causes Needle Wobble?

[64228].—A note under "Readers' Service" in the April 4 issue on an unsteady speedometer hit home. The only component on my 1946 Austin Ten to give trouble is the speedometer. At the moment the car has its third outer cable and its sixth inner, and the needle wobbles.

I am convinced that much of the trouble arises when the inner cable ends are squared. If this is not absolutely true, a wobble results. Two of the cables have given steady readings but these unfortunately succumbed to other ills, one somehow snagging on a bend and tying the whole thing into a bow, the other freezing at about 25 deg F. On both occasions the head was suspect but proved not guilty.

The car fitted with this annoyance has a blameless record of its own. It now has over 56,000 miles on the mileometer, having had a thorough engine overhaul at 46,000. It is used mostly in town but has done some pretty rugged long-distance work, too. One day in 1948 we covered 558 miles, the last 58 of which were over a road whose contours had suffered more than a little in the famous Manitoba flood of that year.

Vancouver, B.C.

N. B. SCOTT.

## COSTS

The Case of the Relined Clutch

[64229].—When a clutch lining wears out or gets oily, any simple-minded cove like myself might imagine that it would be an economy to have it relined, rather than buy a new plate. How wrong I was.

For relining my clutch plate I have just been quoted by one of the biggest lining manufacturers £2 16s 8d. The makers of my car will sell me a complete plate, with springs, linings and all, for £2 7s 9d. As a check, I enquired of another lining manufacturer, and by a strange coincidence was quoted an identical figure. No doubt if I enquired of the other lining manufacturers, I should hear the same figures again.

London, N.W.3.

DOUGLAS DICKINS.

## SPARKS

An "Intensifier" with a Lag

[64230].—With reference to The Scribe's remarks, "Flying Sparks," in *Disconnected Jottings*, May 16, my own experience may be of some interest.

One or two of us bought a gadget which was made in South Africa and whose name escapes me, for insertion between coil and distributor. I have no doubt that it improved the performance and made for quieter running, but its effects had a peculiar lag. It took about 25 miles of running before any improvement became noticeable, also about the same before deterioration set in after its removal. I think its purpose was to produce an oscillatory spark at the plug point; if so it must have been the reverse of a suppressor.

However, I have a suppressor and it made no difference whether it was in or out of circuit. Alas, one day the engine would not fire, the gadget was removed during the "why not?" tests, and was found to be the culprit.

Aberdeen

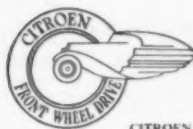
C. W. MANLEY.



## Wonderful Front Drive

PRICES:  
 "LIGHT FIFTEEN" Saloon  
 from £1,067.1.2  
 "SIX CYLINDER" Saloon  
 from £1,525.18.11  
 (Including Purchase Tax)

At home and overseas, the wonderful front-drive CITROEN sets up standards unobtainable in any other car of similar rating. Highways or cart tracks come alike to CITROEN; they are all taken with the same non-chalant ease, because front-wheel drive, independent springing and torsion bar suspension give lively, safe and luxurious riding on any road in the world.



# CITROEN

CITROEN CARS LTD., SLOUGH, BUCKS

Phone: Slough 23811. Grams: Citroenworks, Slough



# FRICKERS OF HOLLAND PARK

**FOR SALES AND SERVICE**

Details of used cars on application

**HOLLAND PARK AVENUE**

ADJOINING HOLLAND PARK TUBE STATION

**KENSINGTON, LONDON W.11**

TEL. PARK 5077 & 5078

## CORRESPONDENCE

continued

## AUDIBLE WARNING

Unawareness of Cars by Cyclists

[64231].—The crux of half the complaints levelled at the cyclist is the extreme unwillingness of the motorist to give an "audible warning of approach." I would go even further and state that, in this country, there would appear to be something approaching a phobia against using the horn for any purpose other than that of raucous complaint. The cyclist in nine cases out of ten has no idea that a car is approaching from the rear until it actually passes him. If at this particular moment he is avoiding one of the numerous pot-holes on the inner edge of our roads the motorist apparently imagines that the bicycle is out of control.

Regarding the matter of lighting, whereas I could not agree more that the standard of cycle lighting is inadequate, I feel, too, that if more motorists had ridden a cycle on a main road at night they would at least have the decency to dip when meeting a cyclist. The inadequacy of cycle lighting is also made considerably more dangerous by the other phobia current among motorists in this country, that of refusing to use anything other than side lights except when absolutely forced to do so.

Swindon, Wiltshire

"HORNBLOWER."

## VAUXHALL M.P.G.

A Point Arising from the Curves

[64232].—I have read with interest the article on the latest Vauxhall developments (April 25), but have some doubts regarding the fuel consumption curves. I read these as follows:

Weyern engine

New type (full line). Curve terminates at approx. 0.75 lb per b.h.p. per hr at 4,000 r.p.m.  
Old type (dotted line). Curve consistently below the above and indicating 70% per b.h.p. per hr at 4,000 r.p.m.

Fuel consumption is thus heavier, not lighter as stated.

Velox engine

Similar performance on old and new between 1,600 and 3,200 r.p.m., but with the new engine giving a less favourable figure outside this range.

These results are as one would expect with a short-stroke engine but I appreciate that an increase in car m.p.g. may be possible owing to a more favourable torque curve. It still remains, however, that the real measure of engine efficiency is the lb per b.h.p. per hr figure and in this respect your graphs and the text beneath them appear contradictory. G. HUFFADINE.

Walsall, Staffordshire.

[The captions were misleading in that the specific fuel consumption curves did show a slightly higher amount of fuel consumed per b.h.p. per hour over the whole range on the Wyvern and over a part of the range on the Velox. An improvement in road fuel consumption is to be expected from the latest cars, however, because of the better torque figures and the reduced need for gear changing.—ED.]

## PARKING

East Grinstead Does it Properly

[64233].—On this question full credit should be given to East Grinstead, Sussex. There is a splendid car park in the middle of the shopping centre, which is free and has no "attendant" to tip, as well as several other parks at convenient places on the fringe of the town. The arrangements could not be better. Cophthorne, Sussex. WALTER GRIFFITH.

## Beware of Uniformed Bluff

[64234].—The "No Parking" squatters' rights which had been established at the south-west corner of Hanover Square, London, W.1, have now been abandoned. This result followed immediately on the publicity given to the matter [64178] in your columns. As a footnote, car owners will be aware that no commissioner is empowered to claim an overriding lease on any area of public parking space on behalf of an "absent landlord." The substitution of one unlawful method of enforcing "No Parking" by another, equally unauthorized, should be challenged by everyone who comes up against this form of bluff.

Loughton, Essex.

L. WANE DALRY.

## ROAD-HOLDING

Praise for the f.w.d. B.S.A.

[64235].—I am referring to Mr. Bengt Lof's letter [64168]. For a long time I have been watching with great interest the arguments for and against f.w.d., some including mathematics, the veracity of which could be endlessly questioned. In prac-

tice, however, one must admit that a f.w.d. vehicle has some very impressive cornering ability.

Perhaps it would please Mr. Lof to know that I have a 1937 f.w.d. B.S.A. which, despite the roads in Germany, is doing remarkably well and is still capable of winning events. I join Mr. Lof in hoping that B.S.A., at least, will start again the production of a f.w.d. sports car with an improved engine and shock absorbers . . . that car should be capable of performing remarkably.

A. P. VACCA

Hamburg, Germany.

## SPARE TYRE

A Snag with an Extension

[64236].—Having read and enjoyed J. Verney's article on "Modernizing a Prefect" (April 25) I venture to find fault with one of the items.

The fitting of a Schrader valve and pump hose seems an excellent idea for pumping up the spare tyre without uncovering it, until one realizes that one cannot check the pressure.

This is possible only if a connection is fitted that will depress the valve in the tyre, thus making the hose a pressure line. The fault with this, I imagine, would be that the hose would probably not hold the required pressure for long periods.

Highworth, Wiltshire.

A. AUSTIN.

## PRESS ACCURACY

The Nash-Healey Still a Mystery

[64237].—With reference to your issue of April 4 ("Disconnected Jottings"), I wish to associate myself most heartily with your remarks about the inaccuracy of newspapers as regards motoring matters. *The Johannesburg Star* and *Rand Daily Mail* (or "Wail" as it is sometimes aptly called), caused a lot of comment and a few sighs of incredulity as to the speed of the new Nash-Healey. Could you please supply correct information about this car? Who or what is "Farilli"?

May I end by saying that *The Autocar* is very widely read here and is a most interesting periodical?

Johannesburg, S.A.

"MISLED JOHANNESBURGER."

[The Nash-Healey has not yet been tested by this journal, with the result that precise figures are not known, but the car was styled by Pinin Farina, the outstanding Italian coachbuilder. This is the origin of the mysterious "Farilli."—ED.]



Recommended by "The Autocar"

"The Autocar" Town-to-Town Mileages 20½ x 13½ in 1s net  
Selling chart in envelope (By post 1s 2d)

Automobile Electrical Equipment By A. P. Young, O.B.E., 25s net  
M.I.E.E., M.I.Mech.E., and L. Griffiths, M.I.Mech.E., A.M.I.E.E. (By post 25s 1d)  
4th Edition.

Electrical Servicing of the Motor Vehicle: Principles, Design and Choice of Test Apparatus. By E. T. Lawson Helms, 8s 6d net  
A.M.A.E.T., A.M.I.M.E. (By post 8s 11d)

The Motor Vehicle By K. Newton, M.C., B.Sc., A.C.G.I., 35s net  
A.M.Inst.C.E., M.I.Mech.E., and W. Steeds, O.B.E., B.Sc., A.C.G.I., (By post 35s 10d)  
M.I.Mech.E. 4th Edition.

A Racing Motorist His Adventures at the Wheel in Peace and War. By S. C. H. Davis, 10s 6d net  
(By post 11s)

Rallies and Trials By S. C. H. Davis, 15s net  
(By post 15s 7d)

Roads of France A Guide to Tourist Routes. By A. G. Douglas, 3s net  
Cloare (By post 3s 2d)

Servicing Guide to British Motor Vehicles Cars, Commercial Vehicles and Tractors. 6½ x 3½

The Modern Diesel High-speed Compression-ignition Oil Engines and their Fuel-injection Systems. Edited by G. Geoffrey Smith, M.B.E. Revised and rewritten by Donald H. Smith, M.I.Mech.E., Assoc.Inst.T. 11th Edition. 7s 6d net  
(By post 7s 10d)

"The Autocar" Road Tests 1951 By "The Autocar" 5s net  
Technical Staff. (By post 5s 3d)

A COMPLETE LIST OF BOOKS IS AVAILABLE ON APPLICATION

From all leading bookellers or from:  
Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1

# THE SPORT

by J. A. COOPER



A bunch of cars take the new acute Woodcote Corner on the Silverstone club circuit during the formula 3 race in the Maidstone and Mid-Kent M.C. meeting last Saturday. C. G. Arengo (Arengo) leads from W. Webb (Kieft), the Mezzolitre and E. J. Moor (Wasp), while G. Whitby (G.S.W.) swings wide.

EVENTS are coming so thick and fast at this crowded time of the year that they are out of date almost before they have finished. The Luxembourg G.P. was excellent in every way, and reflected considerable credit on that small and enthusiastic band of sportsmen who were responsible for the organization; Leston drove very well, and fully deserved his win, but I am sure he will agree with me that the hero of the day was little Don Parker, for his great fight against adversity which culminated in a long, long push over the finishing line in fifth place. Don also won the prize for the fastest lap of the day, which was a large silver tray presented by the president of the *Commission Sportive* of the A.C. de Luxembourg, Baron de Tornaco, whose connections with the administrative side of motor racing go back to the golden age of thirty years ago.

Let me see: The Empire Trophy race in the Isle of Man will have taken place before you read this, and now comes crowded Whitsun (see page 671), with the Albi race and the B.R.M.s, the Monaco sports car races, and, at home, Snetterton, Goodwood, the Edinburgh, and so on. And so on!

GOODWOOD has often been delightful, and is now becoming dignified. No more will those people with structures to stand on, resembling the fantasies of Emett, in *Punch*, gain admittance. The B.A.R.C. feels—quite rightly—that the terraced enclosures throughout almost its entire length offer adequate views, and that home-made stands discomfit spectators who remain at ground level.

WHEN this column reaches publication date, the Indianapolis 500-mile race will be at the brink of its start. This year, the event—won in 1951 by Lee Wallard in the Belanger Special at 126.244 m.p.h. average—gathers fresh interest for European enthusiasts, with the entry of the Grand Prix 4½-litre unsupercharged Ferraris against American all-comers. Alberto Ascari's car was recently flown to Indianapolis by a specially fitted K.L.M. plane. Johnnie Parsons will drive another Ferrari (alias Grant Piston Ring Special), as will Johnny Mauro, of Colorado, U.S.A. The coveted lap record for the track is held by Walt Faulkner at 138.122 m.p.h.

THE Moroccan Rally has been a tremendous ordeal for both cars and crews, and a gloom was cast over the proceedings by the death of Marcel Lesurque who passed away from a heart attack in the course of the second stage. Lesurque was one of the greatest French rally drivers, and won the Monte Carlo Rally with Trevoux in both 1939 and 1949.

THIS year the twenty-second Liège-Rome-Liège trial, the great long-distance high-speed endurance event of the Royal Motor Union of Belgium, will be run from August 16-21.

This great motoring marathon has long been acknowledged as one of the most difficult endurance tests of all, but last year the winning pair, Johnnie Claes and Jacques Ickx in a Jaguar XK120, made history by completing it without loss of marks for the first time. It has, therefore, been made considerably more difficult this year. The distance has been increased to 5,136 kilometres (3,200 miles) without respite and the average speed has been put up to 60 k.p.h. (37 m.p.h.), except for certain sections, involving frontier passages and big cities, which are a little slower, and two fast stages—Pisa-Florence and Brescia-Turin, which have to be covered at 72 k.p.h. (45 m.p.h.). To avoid any chance of a tie there are twelve sections which will be timed to the nearest second and no one with experience of Alpine motoring will expect them all to be done at the 60 k.p.h. average. These are the Cols de Telegraphe, Galibier, Lautaret, Izard, Vars and Cayolle, all of which must be climbed on the outward journey and again on the return, plus the Falzarego, Pordoi, Stelvio and Gavia. An innovation this year is the inclusion of a return route passing via Germany from Belfort to Strasbourg, Baden Baden, Karlsruhe and the Nurburgring.

Any type of car is eligible, entries being divided into four categories, 750, 1,500, 3,000 and over 3,000 c.c., besides numerous cups and trophies.

Entries are restricted to one hundred and fifty and are by invitation, but anyone can apply. Details from the Royal Motor Union, 38, Boulevard de la Sauvenière, Liège.

WHEN I heard of a forthcoming London Rally just under a year ago, I was caught up for a second in a day-dream, with 100 or so rallying cars zig-zagging through the streets of Belgravia and performing a wonderful wobble between the trees of Birdcage Walk. An eliminating check followed, and the remainder had to navigate the quickest route to Piccadilly Circus. There were a salute of guns and a Mayoral procession.

The dream never came true. But the London Rally did (although the route, which contained a stiff section in Wales, never touched London). A.G. and Mrs. Imhof, it will be remembered, had much

## COMING SHORTLY

MAY 30.—Indianapolis 500-mile race, Indianapolis, U.S.A.

30-31—M.C.C. Edinburgh Rally, starting points: Palace Hotel, Buxton, Derbyshire, 8.52 p.m.; Mile 3 Road House, Bristol, 9.08 p.m.; Godfrey Davis Service Station, Neasden Lane, London, N.W.10, 9.29 p.m.

31.—Berwick and D.M.C., Lothian C.C., Hawick and Border C. and M.C.C. Race meeting, Charterhall, near Greenlaw, Berwickshire, 2 p.m.

31.—Half-Litre C.C. Race meeting, Snetterton, near Thetford, Norfolk, 1.30 p.m.

31.—Veteran C.C. of Great Britain (Midland Section), Stourbridge Rally, the Bandstand, Mary Stevens Park, Stourbridge, Worcestershire, 12 noon.

JUNE 1.—Frontieres race, Belgium.

1.—Albi Grand Prix, France.

1.—Mid-Cheshire C.C. Standard car trial, N. Wales.

1-2.—Monaco Grand Prix, Monte Carlo.

2.—B.A.R.C. International race meeting, Goodwood, near Chichester, Sussex, 1.30 p.m.

2.—Berkhamsted M.C. and C.C. Twin Water speed trials, 12 noon.

2-6.—Royal Scottish A.C. Scottish Rally, Blythswood Square, Glasgow, 9 a.m.

4.—Alvis O.C. Noggin and natter, Three Hammers, St. Albans, Hertfordshire, during evening.

7.—Chester M.C. Sprint trial meeting, Summers Drive, Queensferry, 2 p.m.

7.—Eight Clubs Association. Race meeting, Silverstone, 11.30 a.m.

7.—Ulster Automobile Club. Ulster Trophy meeting, Dundrod Circuit, N. Ireland, 11.30 a.m.

7.—Veteran C.C. Swindon - Cirencester Rally, County Ground Car Park, County Road, Swindon, Wiltshire, 12 noon.

8.—Monza Grand Prix, Italy.

8.—Kentish Border C.C. Deal Rally, Main car park, Catford Greyhound Stadium, Catford Bridge, Catford, London, S.E.6, 8 a.m.

8.—Oxford University M.D.C. Navigation point - 80-point, Stow-on-the-Wold, Gloucestershire.



**'It's in overtaking that  
I seem to lack power'**



If your car tends to hang back when you want to accelerate it's probable that power is escaping somewhere. In an old car special attention should be paid to the valve springs which may no longer be operating the valves efficiently. By having them replaced you will rejuvenate your engine, improve its performance and save petrol. But *do* make sure you have Terry's valve springs fitted—they are the experts' choice and far and away the best.

## **TERRY'S** aero quality valve springs prevent power leakage



### TERRY'S CAR ACCESSORIES



**The 'Terry' Valve Spring Lifter and Compressor.**

Reversible jaws have a parallel lift from 0 to 5½ in. and lock at every point. Capable of 200 lb. pressure. 15/- each.



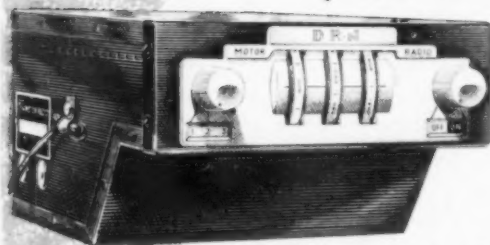
**Battery Terminal Remover,** strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. 5/- each.



**Terry's Ignition Tool** is a handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. 1/6 each.

HERBERT TERRY & SONS LTD REDDITCH ENGLAND

*Still the latest!  
Proved the finest!*



Thousands of motorists are daily appreciating the superb quality and simplicity of operation of the D.R.H. "TRIMATIC" Motor Radio. Single-knob control of 3 pre-selected stations (instantly changeable), free tuning, supplied complete with separate speaker, template, installation kit and instructions.

**PRICE 19! GNS.**

(plus P. Tax 29. 11. 1946)

## **D.R.H. Trimatic MOTOR RADIO**

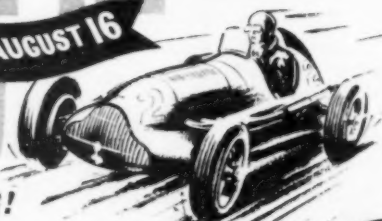
DELCO-REMY-HYATT DIVISION OF GENERAL MOTORS LTD. GROSVENOR ROAD - LONDON - S.W.1

*Britain's two Major Motor-Racing Events!*

**ULSTER TROPHY**  
**GOODWOOD**

**DUNDROD  
JUNE 7**

**AUGUST 16**



**WITH THE WORLDS FINEST DRIVERS COMPETING!**

**SPONSORED BY**

**NEWS OF THE WORLD**

**Britain's Best Sporting Sunday Newspaper**

The newspaper that sponsors more sport than any other newspaper in the world.



## THE SPORT

continued

to do with its organization, and it is good to see that the same team in the London Motor Club will be running the rally again. It will emerge on September 19-20 as a national event. Results will depend more on the quality of driver and navigator than on the quantity of power, and novices are to be encouraged. An especially labyrinthine map-reading section may be tackled by the experts at 30 m.p.h., and by the less-confident at 16 m.p.h. This is an excellent training ground for those with ambitions in the international rally world.

With five special tests, two map-reading sections, the route will start from London and Leeds, finish at London, and cover 600 miles. (Enquiries to Mrs. N. Imhof, Robin Hill, Coombe Hill Road, Kingston, Surrey.)

**A**CTING on a recommendation made some little time ago by their panel of appointed scrutineers, the R.A.C. has now introduced a system of log books for formula 3 racing cars, and this will come into force at the race meetings at Snetterton and Goodwood this week-end. Briefly, the idea is this; the log book will be issued to each car by the scrutineers, and must be produced thereafter for the scrutineers' inspection at each race in which the car competes. These events will be recorded in the book, together with any observations which the scrutineers may care to make concerning the car's mechanical condition and safety. Any modifications made to the car (except to the engine and gear box units) between one meeting and the next must be declared to the scrutineers on the car's next appearance, and they will enter in the book any particulars appertaining to the changes which they consider relevant. This will enable a closer check to be kept on the cars than has hitherto been possible, the need for which has been brought home in recent months by various untoward incidents which have occurred.

Like all regulations, this is bound to be unpopular, with both the competitors and the scrutineers, who have much additional work to do thereby. But it is a genuine attempt to improve what might develop into a rather difficult situation, and I, for one, think it is well worth trying. It is up to all concerned to do their best to make it a success.

**T**HE sole criterion of the *concours d'élégance* (as strictly implied in the title) will be the beauty and elegance of the ensemble of car and lady, as seen under the floodlights by the judges from a short distance away. This, taken from

the regulations, does something to explain the rigours of elegance at midnight which are now a fashionable feature of the B.A.R.C. Eastbourne Rally (July 5-6). It is the high spot of the Winter Garden Ball. To attend it, competitors will have already competed in the rally from London to Eastbourne and in driving tests during the afternoon. They will (on the following day) undergo another sort of *concours*—one of comfort. Classes cater for all cars. (B.A.R.C., 55, Park Lane, London, W.1.)

**R**EGULATIONS received recently are those of the Leinster Motor Club's Leinster Trophy (July 12), the B.A.R.C.'s Rally at Eastbourne (see above), the international Evian-Mont-Blanc-Mégève rally (July 24-27), the Swedish Rally to the Midnight Sun (June 17-20), and the London M.C. first French Sporting Trial. *Pièce de résistance* of the Leinster meeting will be a handicap for all types and capacities of car which offers £100 for first place. Run concurrently with the main event, which will cover 16 laps of the 8.3-mile Wicklow Circuit, will be scratch classes, for Formula Free (a refreshing term for *formule libre*, that much-mangled sporting phrase), and sports cars. (Entries close June 21; Race Secretary, Leinster M.C., 27, South William Street, Dublin.)

**T**HERE is space to mention only briefly the Swedish Rally, referred to above. However improbable the sun may seem at midnight, the route of this event takes one up to a corner of Sweden—at Gallivare—where the phenomenon may be seen. An entry of 250 is expected, and an acceleration and braking test is included. Classes cater for all touring cars. British entries would be most welcome; the organising secretary is Sture Agvald, KAK, Stockholm 16, Sweden.

**A**S previously mentioned, the London Motor Club's French Sporting Trial, which centres on Annecy on June 22, is another way of showing the French the British way of doing things. Regulations have been modelled on those of the Gloucester. The only surprising thing about them, in fact, is that the observed sections are in the Haute-Savoie. Sydney Allard and Dave Price will act as stewards. Social events and excursions will precede the trial on June 20 and 21, and it is expected that everyone will have a very good time. (Entries close June 3; F. D. Dent, 28, Alexander Avenue, Brondesbury Park, London, N.W.10.)

## CLUB NEWS

**Isle of Wight C.C.**—This club, which will be remembered for its very successful "coming out" in April, 1951, with the rally to the Isle of Wight, has recently changed its headquarters to the Holliers Hotel, Shanklin, Isle of Wight. New honorary secretary is J. Chast, 111, High Street, Shanklin. Incidentally, any member of a club affiliated to the R.A.C. is invited to become an honorary member whilst on the Island.

**Monte Carlo Rally British Competitors' Club.**—Raymond Gough, honorary secretary of this Club, has recently changed his address, to: 2, Malcolm Court, 38, The Avenue, Branksome Park, Dorset. Telephone number, Westbourne 63852.

**Chester M.C.**—At Summers Drive,

Queensferry, on June 7, members of the club will compete, in sports and racing cars, in a sprint trial meeting. The course: one-mile straight tarred road, 18ft wide. The sprints will be run over the first half-mile, from a clutch start. (E. Darnidian, Rose Dale, Barlborough Crescent, Grappenhall, Cheshire.)

**Oxford University M. Drivers' C.**—Classified as a touring assembly, the navigation point-to-point (June 8) will cover 150 miles, starting and finishing at Stow-on-the-Wold, Gloucestershire. Invited clubs: M.G. (Midland and S.W. Centre), Hants and Berks, Oxfordshire, and the university clubs of Cambridge, London, Birmingham, Leeds, Manchester and Loughborough. (J. A. Ambrose, Jesus College, Oxford.)

## BRITISH & COLONIAL MOTORS LTD.

13/14 UPPER ST. MARTIN'S LANE, W.C.2

TEmplo Bar 3588

Offer the following Chevrolet Saloons, all fully guaranteed for six months—

1949 CHEVROLET 4-door Styline De Luxe 6 passenger saloon, colour black, upholstered grey cloth, heater fitted, left-hand drive. First reg. October, 1949. One previous owner. Mileage 27,000. Ref. No. 10.

1949 CHEVROLET 4-door Styline De Luxe 6 passenger saloon, colour black, upholstered grey cloth, fitted radio and heater, floor covers available. Left-hand drive. First reg. January, 1950. Mileage 28,000. Ref. No. 99.

1949 CHEVROLET 2-door Styline De Luxe 6 passenger saloon, colour black, upholstered grey cloth, heater fitted, right-hand drive. First reg. Nov. 1949. One previous owner. Mileage 28,000. Ref. No. 91.

1949 CHEVROLET 4-door Styline De Luxe 6 passenger saloon, colour black, upholstered grey cloth, heater fitted, right-hand drive. First reg. Nov. 1949. One previous owner. Mileage 28,000. Ref. No. 90.

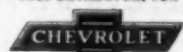
1949 CHEVROLET Convertible, 6 passenger coupe, colour pale green, upholstered in grey cloth. Fitted radio and heater, power operated hood, left-hand drive. First reg. January, 1951. One previous owner. Mileage 28,000. Ref. No. 92.

1951 CHEVROLET Bel Air 2-door 6 passenger coupe, colour black, upholstered grey cloth. Fitted radio and heater, left-hand drive. First reg. December, 1951. One previous owner. Mileage 8,000.

All the above cars are taxable 10's year in the £10 per annum class. The Chevrolet is suitable for smooth roads, reliability and moderate petrol consumption. (30 m.p.g. usually attained.)

Part exchange and delivery terms arranged.

SOLE DISTRIBUTORS FOR



LONDON AND HOME COUNTIES

## COVENANTS and AGREEMENTS

Today they play an essential part in the purchase of a new car: but—

### LAGONDA CARS

in splendid mechanical and coachwork condition can be bought with no such formalities.

The fine appearance, outstanding quality of engineering design and satisfying performance will meet the requirements of the keenest motorist—and at a most satisfactory price.

We have a wide range of these excellent cars always in hand; prepared by Lagonda-trained mechanics and coachbuilders, and with a comprehensive stock of spare parts and overhauled assemblies, they will ensure adequate service for many years ahead.

Please write—or, better still, call on us at your convenience.

We are open on Saturday mornings.



## DAVIES MOTORS LTD.

(Managing Director: J. E. Davies, for 20 years Service Manager to Messrs. Lagonda Ltd.)

273, LONDON RD., STAINES

Telephone No.: STAINES 3457 or (privates) POPPERS 5384

Officially appointed agents for the new L.A., the Lagonda and the new DB Aston Martin.

## ACLAND & TABOR LTD.

### Healey

Enquiries invited for immediate delivery from stock of new Healey Tickford Saloon and Abbott Coupe, also 3-seater Sports Convertible with 3-litre Alvis engine.

Write, call or telephone for fullest particulars.

1948 Healey Elliott Saloon, B type chassis, finished maroon, radio, superb order.

1951 ASTON MARTIN DB2 Saloon, speedometer reading 6000 miles. B.M.T.A. permission to sell.

Bristol 400 Saloon, 1948, first registered Jan. 1952, finished grey, beige leather, immaculate.

Immediate delivery from stock  
new Austin Princess Saloon

## WELWYN BY-PASS

HERTS  
PHONE: WELWYN 491-2.

## SALES *Prized* SERVICE

BY

## ANTHONY CROOK

## NEW BRISTOL CARS

Delivery forecasts on application.

## USED BRISTOL CARS

1951 401 supplied and maintained by us. B.M.T.A. consent to sell, metallic maroon, heater and radio, perfect condition throughout.

1950 401 heather grey, heater and radio, supplied and maintained by us, 13,000 miles.

1950 Type 401, heather grey, 23,000 miles, heater and radio, maintained by us, in excellent condition.

1950 Type 401, Cambridge grey, heater and radio, maintained by us, superb condition throughout.

1950 Type 400, grey, 16,000 miles, heater and radio, numerous extras including seat covers, windscreen washer, etc.

1949 Type 400, black, heater and radio, in excellent condition, windscreen washer, wind horns, etc.

1949 Type 400, black, heater and radio, maintained by us.

The advantage of dealing with leading distributors will be obvious.

## ANTHONY CROOK MOTORS

L141F-0

Town End, Caterham Hill, Surrey

Tel.: Caterham 2232/3

## CLUB NEWS

continued

**Lancia M.C.**—An interesting event is the inter-one-make-club driving tests on June 22 at Bovingdon Aerodrome, near Chesham, Buckinghamshire. It is the fourth of an annual series. Eligible for entry are the members of any recognized club which caters especially for one make. Each competing club must devise one of the tests, and the number of tests, therefore, is equal to the number of clubs competing. Entries close on June 1 (F. G. Barkway, 5, Mark Road, London, N.22).

**Nottingham S.C.C.**—It is a pity that Geoff Holt—"the man who made Gamston possible" for this club's events—has unwillingly had to resign his position as honorary secretary. He is anxious, however, to help his successor, and volunteers for the position should write to 59, Beedale Road, Nottingham.

**Mirral 100 M.C.**—The Wallasey Rally (May 17-18) was no cotton-wool affair. Competitors had to average 29 m.p.h. over a 500-mile route which led from Wallasey, in Cheshire, through Wales, and back again to the starting point. A rigorous time schedule had to be devised by each competitor, and it is said that that experienced campaigner, Jackie Reece (who, incidentally, has been to Lisbon in that exotic event), lost marks before he had even put his hand on the gear lever, as his time chart was incorrectly worked out. Competitors had varied weather—rain, sunshine and heat, and cold, dense fog. The winner, E. C. Ryder, was driving a 972 c.c. Morris; runner-up, J. S. Done (Morgan 4-4).

**Hants and Berks M.C.**—True Californian weather prevailed on Sunday, May 18, at the driving tests held in California-in-England, and rain which so often blurs the scene was replaced by rising dust, which nobody seemed to mind. Four rally-type tests comprised the programme. The entry of 48, mostly sports cars, produced winner Michael Hopkinson, in an Ausford; in second place was the Watridge Special (Bryan Watridge), while Nancy Mitchell and her H.R.G., who are nothing if not consistent, carried away the ladies' award.

**Coventry and Warwickshire M.C.**—However dry the weather is, and even if England is in the uncomfortable—and unusual—state of acute drought, if there is mud to be found competitors may be sure that trials organizers will find it. Those, therefore, who started with excusable optimism on the 90-mile

course of the M.C.C. Cup car trial in baking sunshine on May 18 were soon disillusioned to discover that there was still plenty of mud to be had—and deep stuff at that, with oceans of ooze left in it despite the sun. Only competitor at the finish with a clean sheet was R. B. James, competing in his 1,172 c.c. Ford Spl.

**West Essex C.C.**—Next car race meeting at Boreham, near Chelmsford, Essex, will be run on Saturday, June 21, instead of June 14.

**Scottish S.C.C.**—The inter-club gymkhana is always an excuse for a lot of cars to have a lot of fun—their drivers, too. Run in the parking ground of Falkirk Ice Rink (June 7, 2.30 p.m.), the tests are open to teams of three cars each, their owners being members of recognized Scottish motoring clubs. (Entries close June 2: W. L. B. Callender, 100, West Regent Street, Glasgow, C.2.)

**Horsham and D.M.C. and L.C.C.**—It is surprising what stars and a moon will do to an event. The most unadventurous things are transfigured by the night. At any rate, the organizers of the annual Lulworth Cove night trial have fallen in with this theory. Competitors on July 6 will accompany the night owls—may even see the morning star—when they start from the top of Bury Hill, Sussex, at 4 a.m. Like so many Robin Hoods they will breakfast in the forest, not Sherwood (for the route there would exceed all R.A.C. mileage limits), but the New. Lulworth should be reached by 11.30 a.m.; the course, of 140 miles, will have entailed elementary map reading, three special tests, and an average speed of 20 to 30 m.p.h. (E. G. Smith, 20, Guildford Road, Horsham, Sussex.)

**Riley M.C. (Highland Centre).**—It has always been suspected that the weather is not a good sport, and when a club has hand-picked a spot for a trial with delightful scenery only to have it obscured by heavy rain, it is obviously being a very bad one. The trial on Sunday, May 11, was run through to a watery finish, with H. P. McIntosh (2½-litre Riley) in first place.

**Seven-Fifty M.C.**—Owing to pressure of business, Kenneth W. Bickle has found it necessary to resign his position as honorary secretary; this now goes to another Ken (Welfare), to whom all correspondence should be addressed at 56, Harrow Road, Bedford, Middlesex.

## IN BRIEF

Obtainable free of charge from any divisional office of Shell-Mex and B.P. Ltd., is the Shell Guide entitled *European Motor Racing, 1952*. This is of handy pocket size and contains a great deal of information about all the races of the season. A companion volume is *European Motor Cycle Racing, 1952*.

The 1951 edition of *Achievements* has now been published, and contains photographs and drawings of speed events of the year. It is obtainable free from C. C. Wakefield and Co. Ltd., 46, Grosvenor Street, London, W.1.

Three recent appointments have been made in the Vacuum Oil Co., Ltd. Mr. F. P. Barribal, M.B.E., has been appointed general sales manager in charge of automotive and agricultural lubricants. The new automotive sales department at head office is under the management of Mr. T. R. C. Tomkins, until recently assistant manager of the automotive fuels department.

Mr. G. Bryce Cousins has been appointed a director of Vacuum Oil Co.

(Ireland), Ltd., and will shortly take up residence in Eire.

Formation of a new and enlarged technical department is part of the same company's expansion scheme in response to the commencement of operations at Coryton refinery. The refinery comes "on stream" about the end of the year. The manager of the new department will be Dr. R. B. Killingsworth, Ph.D., from the Socony-Vacuum Oil Company, New York.

Mr. J. Morton has been appointed area sales manager of the Glasgow depot of the Avon India Rubber Co., Ltd., and Mr. D. Royle has been appointed area sales manager for the western region with headquarters at the Bristol depot of the company.

As a safeguard against over-driving of new cars by members of a convoy who may have lagged behind the main body, B. J. Henry, Ltd., the car delivery agents, of Cowley, Oxford, have instituted a system of motor cycle patrols to accompany convoys. The company is mainly concerned with Nuffield vehicles.



What's that ...you're not using Essolube!  
But my dear old chap  
it's the only oil for your car



**Essolube** MOTOR OIL

*The top quality motor oil*

ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1



# UNIVERSITY MOTORS LIMITED

STRATTON HOUSE, 80, PICCADILLY, W.1.

GROSVENOR 4141

Sole London  
Distributors

for



SPECIALISED SERVICE AND  
SPARES FOR  
MG AND BRISTOL  
AT

UNIVERSITY MOTORS LTD.  
7, HERTFORD ST., W.1. GROSVENOR 4141

## A Selection of our GUARANTEED USED CARS

**BRISTOL** "401" Saloon, first registered November 1950. Finished in heather grey with beige leather. Fitted with radio and heater.

**BRISTOL** "400" Saloon, first registered in October 1949. Finished in maroon with beige leather. Fitted with radio, close ratio gear box.

**M.G.** "TD" Midget, first registered in February 1950. Finished in black with beige leather. Fitted with twin spot lamps, heater, carrier, indicators.

**RILEY** 14-litre Saloon, first registered in July 1949. Finished in ivory and black with red leather upholstery. Fitted with H.M.V. radio.



Sole Distributors:-  
London, Home &  
Eastern Counties  
for



SPECIALISED COACHWORK  
SERVICE FOR  
MG AND BRISTOL  
AT

UNIVERSITY COACHWORK LTD.  
99, BOSTON RD., W.7. Ealing 2611

## GAMAGES 'POPULAR' BATTERIES

High-Grade 6 or 12-volt Batteries !  
at Remarkably Low Prices

Made from the best materials for reliability and long life.

**GUARANTEED 12 MONTHS**

Size for every make of car, van, etc. Write for full list of sizes and prices. Examples:

Type T/D, 6 volt, 85 amp, 9 x 7 x 9 1/2 in. **90'9"**

Type A40/W, 12 volt, 45 amp, 10 1/2 x 6 1/2 x 9 1/2 in. **131'6"**

Type U/L, 6 volt, 110 amp, 10 1/2 x 6 1/2 x 9 1/2 in. **107'6"**

Type OX/L, 12 volt, 80 amp, 15 x 6 1/2 x 9 1/2 in. **147'6"**

Care, outside van area, 6 volt 7 1/2, 12 volt 10 1/2, England and Wales. Supplied uncharged. Charged batteries for delivery in Gamages van area, 6 volt 6/- extra, 12 volt 7/6 extra.



### GAMAGES BARGAIN OFFER OF MIRROR REPLACEMENT GLASSES

For Car Interior Mirrors. Well finished with bevelled edges, giving clear and undistorted vision (not convex). Length 6in. in widths of 2 1/2 in. or 2 1/4 in.

Post and Packing: 6d.

BARGAIN PRICE **2'6"**

### GAMAGE 'POPULAR' OIL

Used by motorists in all makes of cars for over 50 years. Fully equal to high-priced oils. Not to be confused with ordinary unnamed or reclaimed cheap oils.

Ask for Grade Recommendation List

A, BB, XL, XXL, XXXL, and S.A.E. 20 Gamagolite

Also Gamage New "Premium" Detergent Motor Oil, 5-Gall. drum 45/-



GAMAGES, HOLBORN, LONDON, E.C.1

Main Accessories List Free

If you wish to sell  
your car — READ THIS

BEST PRICE OBTAINED and  
quickest sale through our FREE

### SALE OR RETURN PLAN!

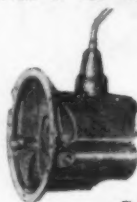
Your car will be cleaned, polished, serviced, insured and advertised free of charge while in our care.

## WEMBLEY COURT MOTORS

"The WCM JAGUAR PEOPLE"

HIGH ROAD · WEMBLEY Phone: WEMbley 0266.

### From 24 hour Reconditioned **GEARBOX** REPLACEMENT OR REPAIR AND FITTING SERVICE



#### ALL TYPES

- PRESELECTION
- SYNCHROMESH
- SYNCHROMATIC

AUSTIN STANDARD  
ROVER DAILEY  
FORD LANGHESTER  
HILLMAN ARMSTRONG  
HUNTER MIDDLELEY  
JAGUAR K.V. TALBOT  
N.O.

## GONDAR MOTORS

AUTOMOBILE PRECISION ENGINEERS

EDDWARE ROAD, CRICKLEWOOD (Nr. Staples Corner), LONDON, N.W.2  
AMERICAN TYPES—SPORTS MODELS—SPECIALISTS IN RACING GEARS

# Specialty Selected Bargains

## THE HALFWAY GARAGE

(Halfway between Reading and Newbury)

**BATH ROAD  
PADWORTH  
BERKSHIRE**

Telephone: Wootton Bassett 305.



The last V12 Lagonda made. Chassis No. 14122. Delivered and first registered 13th June, 1949. Fitted with a specially designed streamlined saloon body on the short chassis. One owner only and practically unmarked. H.M.V. inbuilt radio, screen washers, etc. Speedometer reading under 15,000 miles. Cost over £5,000. Taxed, £3,350



Lagonda 2½ litre. Fourseam drophead coupe finished in green cellulose with grey-green leather upholstery which is covered with silk cord loose covers specially tailor-made for the car. Fitted with H.M.V. radio, heater and demister equipment. Speedometer reading under 20,000 miles. £2,350

In addition to the above we can offer two pre-war Lagondas which are in unbelievable condition—1938 Lagonda V12, short chassis with a special and very pretty drophead coupe body by Thrupp and Maberly, black with red leather and fawn mohair hood. £1,450  
1938 Lagonda V12, short chassis saloon, black cellulose with brown hide upholstery. Recorded mileage 28,000, which we have no reason to doubt. £1,475

## THE HALFWAY GARAGE

**BATH ROAD  
PADWORTH  
BERKSHIRE**

Telephone: Wootton Bassett 305

## CAR SALES

Incorporating KING'S AUTOS and REGENT MOTORS

MOTOR CARS

AMAZINGLY EASY HIRE

PURCHASE TERMS

1938 STANDARD 9 de Luxe saloon ..... £295  
1938 FORD 8 saloon ..... £285  
1937/38 VAUXHALL 14 de Luxe saloon ..... £335  
1937/4 SUNBEAM 2½-litre sports saloon ..... £325  
1938 LANCHESTER 12 de Luxe saloon ..... £295  
1939/40 ROVER 10 saloon ..... £525  
and many other cars below £200.

9 a.m. - 8 p.m. daily, Sundays 11 a.m. - 1.30 p.m.

723, 725, 727, 743, HIGH ROAD, SEVEN KINGS, ILFORD, ESSEX.

Phone SEVEN KINGS 7536 17

## SPORTS CARS

A.C. 16/66 special Greyhound sportsman's four light saloon, late 1952, outstanding example, immaculate silver grey, extras, special features, new tyres. £395  
ASTON MARTIN 1½-litre 12 h.p. special open four-seater sports, enthusiast's car, exceptionally good coachwork, modern lines, Dry Sump lubrication, large type brake drums, Marchal headlamps, Harford S.A. carburetors, really amazing performance. £295  
ASTON MARTIN 2-litre sports saloon, 1939 £150 works overhaul last year, rebore, etc. (bills available), immaculate appearance, many extras, Nylon covers, radio, Redex Car Care Robot, mod. mileage. £495  
ALLARD fourseam drophead coupe, 1948, maroon grey leather, extremely good all-round condition. £395  
ALLARD open four-seater sports, July 1948, black, grey leather, heater, Boncho sports, 5 new tyres. £395  
B.M.W. 2-litre drophead fourseam coupe, 1936, silver grey, red leather, very good hood, recent engine overhaul, decked and tuned, exceptional order. £285  
HOTCHKISS special 10 h.p. open sports, late 1939, maroon and black, one owner since new, complete history of all overhauls available, fast, economical and delightful to drive, many extra fittings. £495  
RILEY 9 h.p. 8-control sports saloon, 1935, special series engine, very smart streamlined body styling, exceptionally fast for its low horse power. £295  
RILEY 1½-litre 12 h.p. 8-control sports, 1934, model much above average condition, special type engine, modern appearance, manual gearchange, typical exhilarating Riley performance, very good tyres. £245  
RILEY 1½-litre 12 h.p. 8-control sports sports saloon, 1937, outstanding specimen of this very fine series, 4,500 miles since rebore and overhaul. £495  
RILEY 16-4 special, Kentrol saloon, 1939, model synchromesh gears, etc., a very rare series, immaculate appearance, will do a very solid 80 m.p.h. £395  
RILEY Imp special 2-seater open sports, one of the latest pre-war 9 h.p. cars ever manufactured, special series engine, Scintilla Vertex Mag. and all the trimmings, outstanding in every respect. £445  
RASTON special Straight Eight open four-seater sports, 1938, immaculate maroon and black finish, brand new hood and tyres, over £400 spent on reconditioning this year, engine stripped down and completely re-built from end to end, fold-flat screen, remote control gears, driver controlled shock absorbers, bi-stable steering wheel, etc., all bills, and complete history of car are available. £495  
M.G. Midjet series P.A. 1935 model, cream with green wings, fold-flat screen, stoneguard, auto-screens, oil coil, etc., engine just decked and tuned. £345  
M.G. Midjet series T.A. 1938, engine recently reconditioned, brakes and clutches reined, many extras, luggage grid, tonneau cover with zip, passlights, windscreen heater, British Racing Green finish. £395  
M.G. Midjet 2-seater, July 1940, maroon with leather, brand new hood, radio, special Sports coil, and other extras, one owner since new, recent engine reconditioning at M.G. works, outstanding. £495  
M.G. Midjet series 2.8 special Tickford drophead coupe, 1940 series, a very rare and desirable little car, original dark blue coachwork, new hood just fitted, moderate mileage, excellent order. £495  
M.G. Midjet series T.C., January 1949, red, fawn leather, late property of fastidious lady owner, 16,000 miles but looks more like 5,000, many extras, full tonneau cover, chromed luggage grid, Sports coil. £675  
M.G. 1½-litre 12 h.p. sports saloon, series V.A. 1939 model, a good example of a fast but economical sports car, excellent tyres, new battery. £375  
M.G. 2-litre sports saloon, 1939 model, metallic bronze, fawn leather, very modern lines, fast, powerful and delightful to handle, fitted radio. £495  
M.G. sports saloon, 1939, the very rare and desirable 2.6-litre model, one of the fastest pre-war cars on the road, exceptional condition throughout, engine decked, serviced and tuned last week. £595  
ALVIS 12/70 drophead fourseam coupe, 1939, silver grey, reconditioned engine run only 80 miles. £595  
ALVIS Speed 2½ sports saloon, July 1937, two owners, £120 works overhaul in engine and gearbox. £495  
ALVIS 4.3 sports saloon, 1937, Mulliner coachbuilt body, immaculate maroon finish, one owner, extensively overhauled and reconditioned mechanically. £495  
TRIUMPH Coloniale 1½-litre 12 h.p. sports saloon, 1939, black/red, very good all-round condition. £395  
SUNBEAM-TALBOT 10 h.p. open four-seater sports, 1939, silver grey, grey leather, runs well. £395  
SUNBEAM-TALBOT 2-litre 14 h.p. open four-seater sports, maroon, small mileage, one owner. £675

OPEN WHIT-MONDAY, 10 a.m. - 6 p.m.  
EVERY CAR GUARANTEED IN WRITING FOR 3 MONTHS

FREE delivery by road or rail car. ONE-PAYED DEFERRED and part paid, where in the U.K. FREE—Catalogue and part paid, Write or phone.

OPEN TILL 8 p.m. MONDAY-SATURDAY HOLIUVF

THE USED CAR SPECIALISTS

Camden Motors

LAKE STREET, LEIGHTON BUZZARD, BEDF.

Most reliable cars come from...

**TANKARD & SMITH**  
LIMITED  
LONDON'S CAR SPECIALISTS

Write or phone for complete price-list of used cars. Nearly always 200 in stock.

1938 A.C. 16 h.p. coupe	£395
1938 WOLSELEY 12 saloon	£425
1938 STANDARD 12 coupe	£425
1939 AUSTIN 10 saloon	£475
1940 MORRIS 8 saloon	£440
1946 STANDARD 8 saloon	£475
1946 AUSTIN 16 saloon	£445
1947 AUSTIN 8 saloon	£375
1947 FORD Prefect saloon	£365
1948 FORD Prefect saloon	£425
1948 MORRIS 8 4-door saloon	£365
1948 MORRIS 8 4-door saloon	£350
1948 ARMSTRONG Hurricane coupe	£325
1949 VAUXHALL Wyvern saloon	£325
1950 SINGER SM 1500 saloon	£375

Written guarantee with every car.

DEFERRED TERMS

Part exchanges and purchases.

194-198 KINGS RD.

CHELSEA, S.W.3.

FLAXman 4801 (5 LINES)

A.A. & R.C. INSPECTION INVITED



36 YEARS OF SALES & SERVICE

Also at TOTTENHAM & PECKHAM

## ANKESTER ENGINEERING CO. LTD.

DISTRIBUTORS & MAIN AGENTS

1950 (Nov.) TRIUMPH 14y. flower	£800
1949 (Nov.) AUSTIN A125	£1,275
1948 (Feb.) AUSTIN 16 sln.	£800
1947 (Dec.) STANDARD 14 sl.	£600
1946 (Mar.) STANDARD 12 sl.	£550

DEFERRED TERMS ARRANGED

39/43 EDEN ST. KINGSTON

SURREY KIN 3151/4

# Specially Selected



**QUALITY  
CARS  
AND  
Better  
Value**

## SIX MONTHS' GUARANTEE

'50 ALVIS 14 sports 2-seater.....	£1,095
'50 AUSTIN A.70 Sun Roof, rad., heater .....	£1,075
'49 ARMSTRONG Typhoon sal. ....	£995
'49 AUSTIN 16, sun roof, green .....	£895
'50 FORD Pilot, black, radio, heater .....	£895
'50 SINGER 1500 saloon, black .....	£895
'49 AUSTIN A.40, beige, radio .....	£875
'49 VAUXHALL Velox, black....	£845
'49 VAUXHALL Wyvern, rad., heater .....	£825
'50 FORD Prefect, tawn.....	£785
'50 MORRIS Minor 4-str., black .....	£725
'48 M.G. "TC" sports 2-seater .....	£695
'48 STANDARD 14, sun roof, black .....	£675
'47 HILLMAN Minx, blue .....	£635
'49 FORD Anglia, beige.....	£595
'47 MORRIS 8, black brown....	£565
'47 STANDARD 8, sun roof, grey .....	£565
'47 FORD Prefect, radio .....	£535
'46 AUSTIN 8, 4-door, black....	£495

- ★ AA or RAC inspection invited.
- ★ Free Service Vouchers.
- ★ Terms over 12 or 18 months.
- ★ Any car taken in part exchange.
- ★ Post-war cars purchased for cash.

BA(Taxies 5272 (7 lines)

Hours: 9 to 6, Monday to Saturday

**NAYLOR & ROOT**  
LTD

25, EAST HILL,  
CLAPHAM JUNCTION, S.W.18

**H.A.  
SAUNDERS  
LTD**

## 6 MONTHS' GUARANTEE

1950 AUSTIN A.70 saloon, 9,500 miles .....	£1,095
1950 FORD Prefect Saloon, 1,290 miles .....	£845
1950 VAUXHALL Wyvern Saloon, 2,800 miles.....	£1,075
1950 WOLSELEY "Four- Fifty" Saloon, 1,900 miles .....	£1,175

**836-842, HIGH ROAD  
NORTH FINCHLEY**

Phone: MILlids 0024 (6 LINES)

**GODFREY  
DAVIS LTD  
NEASDEN**

## ATTRACTIVE HIRE PURCHASE FACILITIES FINANCED BY OURSELVES

1949 AUSTIN A.40 saloon .....	£845
1948 FORD Prefect saloon .....	£595
1948 HILLMAN Minx saloon .....	£565
1948 MORRIS 8 saloon .....	£535
1946 STANDARD 12 coupe .....	£595
1947 STANDARD 8 saloon .....	£475
1948 VAUXHALL 12 saloon .....	£850
1948 VAUXHALL 12 saloon .....	£565

OPEN DAILY UNTIL 8 P.M. SUNDAYS 4 P.M.

**NEASDEN LANE, LONDON, N.W.10**  
Gladstone: 6474.

## MAIDSTONE ENGINEERING CO.

The Quality Car Specialists.

1948 FIAT 1100 pillarless saloon, month/week, refurbished, new Carpets and headlining .....	£350
1947 JAGUAR 3½ litre saloon, immaculate.....	£650
1949 JAGUAR 1½ litre saloon, choice of 2 and two Coupe's from .....	£450
1947 STANDARD 12 de luxe saloon, excellent .....	£575
1949 LANCIA Apella saloon, new engine.....	£695
1949 MORRIS Oxford saloon, radio, heater, etc.	£725
1949 ALVIS 4.3 saloon, chauffeur driven .....	£750
1947 BILEY 12 Kentel Sports saloon, immaculate .....	£475

See classified columns for individual details of above  
Free delivery in O.B. Terms and exchanges on the spot.

**Cross Street, Pendleton, Salford, 6,  
MANCHESTER.**

'Phone: PEN 3457



1946 (Sept.) ROVER 14 Sports Saloon, black, brown leather, heater, in immaculate condition both mech- anically and in appearance.....	£850
1949 ARMSTRONG SIDDELEY Lancaster 4-door Saloon, black, brown leather, radio and heater, first-class mechanical condition. Excellent appearance .....	£1,000
1947 AUSTIN 8, black, brown leather. Very clean little car in nice order.....	£550

**CAR SHOWROOMS:** 29-31, Edgware Road,  
Marble Arch, W.2. 'Phone: Paddington 3075-6.  
**SERVICE STATION** (open day and night):  
Middlesex House (adjoining Middlesex Hospital),  
Cleveland Street, W.1. 'Phone: Museum 1092.  
**BUYERS OF UNUSUAL LOW MILEAGE CARS**

## GATEHOUSE MOTORS

1938 ARMSTRONG SIDDELEY saloon, black in excellent condition throughout.....	£365
1939 AUSTIN 8 saloon, blue in excellent condition, new engine fitted .....	£350
1936 AUSTIN 10 saloon, long chassis, grey, in excellent condition throughout.....	£365
1930 DAIMLER 20 saloon, black in excel- lent condition throughout .....	£325
1938 MORRIS 8, 2 and 4 door saloons, choice of three all in excellent condi- tion from .....	£375
1936 MORRIS 10 saloon, black, excellent condition .....	£390
1936 ROVER 14 saloon, black, excellent condition .....	£395

**Gatehouse Motors Ltd**  
HIGHGATE VILLAGE,  
LONDON, N.6 'Phone MOU 4444

## BANK TOP MOTOR HOUSE LTD.

RAILWAY ST., BURNLEY TEL. 3221-2

OFFER

1951 series TRIUMPH Mayflower saloon, grey, heater .....	£875
1949 (Oct.) M.G. T.C. 2-seater, ivory .....	£685
1949 (July) VANGUARD saloon, grey, leather, radio, heater .....	£795
1949 (May) ALVIS 14 h.p. saloon, grey, radio, heater .....	£775
1949 (March) FORD Pilot saloon, green, radio, heater .....	£750
1948 (May) AUSTIN 16 h.p. saloon, grey, heater, sliding roof .....	£775
1947 (Feb.) AUSTIN 8 h.p. 4-door saloon, black, radio .....	£495
1947 (Jan.) AUSTIN 16 h.p. saloon, black, radio, heater, sliding roof .....	£725

## NEW CARS. Immediate Delivery.

1952 HEALEY Tickford saloon, bronze .....	Makers' List Price plus Purchase Tax
1952 BOND MINICAR, choice of colour .....	
1952 ALLARD saloon, choice of colour .....	

★ HIRE PURCHASE

★ PART EXCHANGES

# Car Bargains



## PARSONS & PARSONS

OF

POTTER STREET

1949 VAUXHALL Wyvern sal.	£750
1949 LAND ROVER, as new...	£575
1946 VAUXHALL 14 saloon...	£625
1939 VANGUARD 3½ litre sal., colour black	£350
1946 FORD Anglia	£450

**Parsons & Parsons**  
(Garages) Ltd.,  
Potter Street, Harlow, Essex.

Telephone: Potter Street 121/2/3

## ROUNABOUT GARAGE

LTD.

Offer

1950 VAUXHALL Velox, 16,000 miles, one owner	£860
1950 STANDARD Vanguard saloon, colour black, red leather upholstery one owner, 2,300 rounded miles	£795
1950 STANDARD Vanguard Pick-up complete with tilt and cover, one owner, 21,000 miles only, new works engine fitted	£425
1950 FORD Prefect complete with radio, one owner	£735
1949 AUSTIN A.40 Devon saloon, colour grey, mileage 23,000	£795
1947 model STANDARD 14 saloon, exceptional car	£665
1947 FORD Prefect, one owner, 34,000 miles only, black with brown leather upholstery	£385
1946 AUSTIN 8 4-door saloon, one owner, in first-class condition throughout	£565

Part Exchanges and Hire Purchase Terms arranged over 12 months.

WESTERN AVENUE, GREENFORD, MIDDLESEX.

Telephone: WAXlow 1071.

## JARVIS

Creates Confidence

### "JARVIS CONDITIONED CARS"

1949 (Nov.) MORRIS Minor coupe	£735
1948 (Oct.) FORD Pilot saloon	£650
1948 MORRIS 10 saloon	£495
1950 MORRIS 6 saloon	£815
1950 MORRIS Oxford saloon	£855
1948 MORRIS 2-cvt. van	£350

A GUARANTEE OF SATISFACTION

**JARVIS**  
OF WIMBLEDON

MORRIS HOUSE,  
MORRIS ROAD,  
S.W.18

Phone: LdBty 8221-8.

## VINES OF WILLESDEN

The fairest offer ever made—You may use any car offered for a trial period and buy only if satisfied.

1949 AUSTIN 16, radio and htr.	£825
1949 FORD Prefect	£645
1947 FORD Prefect	£545
1946 FORD Anglia, new engine	£420
AUSTIN 8 Tourer, regd. 1946, new hood, etc.	£265

MOTORING WITHOUT RISK

2, Church Road, N.W.10

Elgar 6680 and 6060. Hampstead 5111.

## HAROLD PERRY LTD

1948 FORD 8 h.p. Anglia saloon, choice of three, all coloured black and all in first-class condition.

1948 FORD 8 h.p. Anglia saloon, choice of three, all coloured black and all in first-class condition.

1947 FORD 10 h.p. Prefect saloon, colour black with brown leather upholstery, one owner, clean car.

1946 FORD 10 h.p. Prefect saloon, colour beige with leather upholstery, one owner, first-class condition.

1946 FORD 10 h.p. saloon, choice of four, ready choice cars in perfect running order.

Special offer of absolutely new B.H.D. (converted) V.8 30 h.p. Pilot chassis and chassis box, body can be built to customer's specification.

279, BALLARDS LANE

NORTH FINCHLEY — HILLSIDE 4444

## TRINITY CARS LTD

offer

the FOLLOWING USED GUARANTEED CARS

1950 model (regd. Oct. 1949) JOWETT JAVELIN standard saloon, beige	£845
1947 AUSTIN 10 de Luxe saloon, black, brown leather, radio, very clean	£675
1947 AUSTIN 8 de Luxe saloon, black, brown leather, radio, exceptional condition	£665
1939 STANDARD 10 saloon, 4-door, black, brown leather	£346
1938 MORRIS 14 saloon, black, blue leather, sound condition	£335

Exchanges and Hire Purchase effected.  
Good Used Post-war 8-12 h.p. Cars always WANTED.94 North Side, Wandsworth Common  
S.W.18. VANDYKE 1196/7

Leaders in Automobile Services since 1921

## CARR BROS GARAGES LTD

SPECIAL WHITSUN OFFERS:—

1949 VAUXHALL Velox, as new	£795
1949 STANDARD Vanguard, perfect	£695
1939 JAGUAR 1½-litre sports saloon	£350
1939 JAGUAR 2½-litre sports saloon	£525
1938 M.G. 1½-litre sports tourer	£395
1938 M.G. 1½-litre drophead coupe	£475
1939 HILLMAN 14 h.p., one owner, new engine	£425
1937 TRIUMPH Vitesse, immaculate	£395
1940 WOLSELEY 18, very reliable	£395
1939 HILLMAN Minx, excellent cond.	£365
1936 RILEY Adelphi, outstanding	£275
1937 MORRIS 8, reliable and economical	£225
1937 FORD 8, excellent mechanical cond.	£215

HIGH STREET, PURLEY, SURREY

Telephone: Uplands 4811, 2, 3.

Open Bank Holiday.

And

The Soho Garage, Soho Square, W.1.

Telephone: Gerrard 6678, 9

## BH MOTORS

SELECTED USED CARS

1949 model BRADFORD de luxe utility	£470
1948 (Sept.) ALLARD timbered body, 4-seater saloon	£800
1947 (Oct.) ALVIS timbered body utility, immaculate	£725
1946 AUSTIN 10 saloon, hide upholstery	£595
1946 STANDARD 8 drophead coupe	£375

Exchanges &amp; Hire Purchase welcomed

1464/8 HIGH ROAD,  
WHETSTONE (FINCHLEY),  
LONDON - - - N.20.

Phone: Hillside 6671

## MONTROE MOTORS

(N. H. BOSWELL)

HIRE PURCHASE &amp; PART EXCHANGES FREE DRIVING TUITION, INSURANCE—IMMEDIATE COVER

1939 AUSTIN 8 4-door saloon	£345
1938 AUSTIN 10 sports saloon	£585
1938 AUSTIN 7 Rally saloon	£190
1937 FORD V8 Utility	£270
1938 FORD 10	£265
1940 FORD 8 Anglia, choice of 4 drives	£425
1947 HILLMAN 10 saloon, black, one owner	£325
1938 HILLMAN 10 de Luxe saloon	£385
1939 JAGUAR 14 saloon, beige	£530
1936 JAGUAR 12 h.p.	£365
1936 LANCHESTER 11 saloon, black	£275
1938 MORRIS 8 saloon, choice of 4 drives	£345
1947 MORRIS 10 saloon, one owner	£635
1937 ROVER 14 saloon, black	£435
1937 ROVER 14 saloon, grey, enamel, excellent	£565
1937 STANDARD 10 4-door saloon, blue	£325
1938 STANDARD 5, blue	£265
1938 STANDARD 8 4-door saloon	£415
1938 SUNBEAM VALBOY 10 drophead coupe	£405
1937 TRIUMPH 16 saloon, 1st excellent condition	£595
1937 WOLSELEY 12 saloon	£345

## MONTROE MOTORS

(N. H. BOSWELL)

91/7 EPPING NEW ROAD

Buckhurst Hill, Essex BUC 1171/2

Five minutes tube, Central line





# Specially Selected



**NEWHAMS**

*Established over 35 years*

**TRIUMPH**

We specialise in Triumph Cars and are always pleased to receive enquiries from Buyers and Sellers of used models.

## SERVICE & SPARES

Modern service facilities and very large stocks of pre-war spares.

235-7-9 HAMMERSMITH ROAD, W. 6.  
*Riverside 4646 (9 lines)*

LOW  
MILEAGE CARS  
at the  
NEW LOW  
PRICES

at

**Lamb's**  
ESTABLISHED 1906

Our Only Showrooms  
STANDARD HOUSE,  
SOUTHEND ROAD,  
WOODFORD, ESSEX  
WANstead 6666 (20 lines)

Immediate delivery can be given  
on certain makes of new cars.

**SMITH & HUNTER LTD.**  
*Established since 1908*

1936	AUSTIN 10 Sherborne, recent complete recondition.	£248
1938	MORRIS 8 Saloon, several from	£279
1938	VAUXHALL 10 Saloon, black.	£380
1938	ROVER 12 Saloon, reconditioned.	£405
1939	FORD 8 Saloon, recent recond. eng.	£355
1939	LANCHESTER 10 Sla., nice order.	£405
1940	AUSTIN 10, beautiful condition.	£410
1940	MORRIS 10 Sla., impeccable.	£430
1940	VAUXHALL 10 Sla., splendid order	£415
1940	SUNBEAM TALBOT Coupe, recent new engine	£475
1947	STANDARD 14 Saloon, outstanding order	£690
1947	TRIUMPH 1800 Roadster, beautiful road	£678
1948	FORD Prefect Sla., unquestionable order	£630

SELF-DRIVE HIRE AT "CONTRACT" RATES FOR YOUR HOLIDAY.  
378 & 379 Kensington High Street, London, W.14.  
WESTern 2312 & 6417

**ROSE & YOUNG LTD.**

(EST. 30 YEARS)

Offer a few selected bargains from our stock of 40 post-war used cars.

1931	VANGUARD L.H.D. saloon, very low mileage. Condition as new. Leather...	£845
1930	VANGUARD saloon, low mileage. Heater, radio. Leather. Black	£845
1930	JAGUAR Mark V saloon, low mileage, exceptional condition	£1,495
1949	M.G. T.C. 2-seater, several extras, green	£585
1949	VANGUARD saloon, excellent condition	£605
1946	AUSTIN 10 h.p. saloon, beautiful condition. Blue	£525

Agents for Austin, Standard, Triumph, Ford  
65-69 STERNHOLD AVENUE  
STREATHAM HILL, S.W.2.

200 yards from Streatham Hill Station  
Telephone: Tulse Hill 6461 and 8182

**BROWNS OF LOUGHTON**

1950	MORRIS Minor Tourer	£550
1948	MORRIS Oxford saloon de Luxe	£795
1948	MORRIS 10 h.p. saloon de Luxe	£580
1948	TRIUMPH 1800 Roadster	£795
1947	MORRIS 10 h.p. saloon de Luxe	£550
1940	AUSTIN 10 saloon de Luxe	£405
1939	DAIMLER 2 1/2 litre saloon de Luxe	£650
1939	FORD Prefect 10 saloon de Luxe	£340
1930	FORD Prefect 10 h.p. drophead four-seater coupe	£390
1930	LANCHESTER 14 h.p. sports saloon	£490
1930	WOLSELEY 10 h.p. saloon de Luxe	£425
1930	SUNBEAM TALBOT 10 h.p. saloon de Luxe	£485
1928	M.G. 1 1/2 litre saloon de Luxe	£450
1928	MORRIS 8 saloon de Luxe	£315
1928	WOLSELEY 14 h.p. saloon de Luxe	£435
1927	STANDARD 9 saloon	£360
1926	MORRIS 8 saloon de Luxe	£250
1925	STANDARD 9 h.p. saloon de Luxe	£145

3 MONTHS' GUARANTEE  
(For all cars over £200)

HIGH ROAD, LOUGHTON, ESSEX  
LOUGHTON 4119, 3889  
THREE MINS. TUBE CENTRAL LINE

**Walter Scott**

WANTS  
GOOD  
USED  
CARS

PRImrose 5914

The WALTER SCOTT MOTOR Co., Ltd.  
39 COLLEGE CRESCENT  
HAMPSTEAD, N.W.3  
(Foot of Fitzjohn's Avenue)

**GROVE GARAGE**

Offer the following

Exceptional Spring Bargains:—

1947	AUSTIN 10 saloon	£635
1940	AUSTIN 8 4-door saloon	£395
1939	AUSTIN 10 late type saloon	£495
1938	AUSTIN 10 saloon	£345
1948	FORD Prefect saloon, leather	£595
1948	HILLMAN Minx saloon, recond. engine	£735
1947	HILLMAN Minx drophead	£595
1946	HILLMAN Minx saloon, leather	£595
1950	JAGUAR Mark V 2 1/2-litre saloon, radio	£1,725
1946	JAGUAR 1 1/2-litre saloon, recond. engine	£775
1948	MORRIS 10-cwt. Van, large body	£425
1947	MORRIS 8 saloon, as new	£495
1948	STANDARD 12 saloon, colour grey	£725
1940	STANDARD Vanguard sal., radio, heater, spotless	£825
1937	STANDARD 12 saloon	£345
1939	STANDARD 9 saloon	£330
1938	STANDARD 9, recond. engine	£295
1940	TRIUMPH Roadster, colour black	£865
1937	VAUXHALL 12 4-door saloon	£295
1938	WOLSELEY 12 saloon	£450

322, FORE ST EDMONTON-N-9

Telephone: TWT 4162



# Car Bargains



**ELITE MOTORS**  
(TOOTING)  
LTD  
157, QUARTER CENTURY

**HIRE PURCHASE AND EXCHANGE SPECIALISTS**  
(Cars for motor cycles and vice-versa.)  
Walk-in—Drive away in 30 minutes. Monday to Saturday 9 a.m. to 7 p.m.

**50 GUARANTEED Used CARS Always in Stock**  
A FEW QUOTED BELOW

1936 FORD 4-door saloon, choice of 3 from	£195
1938 STANDARD 9-door d.t. saloon	£225
1938 MORRIS 10 4-door saloon	£299
1938 HILLMAN Minx 4-door d.t. saloon, motor	£295
1947 VAUXHALL 17 4-door d.t. saloon, motor, eng	£499
1949 (late) TRIMUP 1200 cc sal., radio, heater	£395
1939 MORRIS 4-door d.t. saloon, motor, engine	£245
1935 AUSTIN 10 Lanchfield d.t. saloon, excep.	£255
1939 (late) MORRIS 9 2-door d.t. saloon	£255
1939 MORRIS 4 4-door d.t. saloon	£255
1935 (late) FORD 10 4-door saloon, heater	£235

Phone BA1ham 2474 (4 lines)

951/961 GARRATT LANE  
TOOTING, S.W.17.

## NEW REDUCED PRICES

1931 AUSTIN Princess, under 2,000 miles	Others
1936 AUSTIN A.70, 6,000 miles only	£1,095
1938 AUSTIN 16 saloon	£895
1948 OTTOMER Light 10 saloon	£895
1948 FIAT 500 coupe	£275
1948 FORD Anglia 10 h.p.	£265
1948 FORD Transit saloon	£750
1947 FORD V.8 de Luxe saloon, L.H. drive	£775
1949 (late) HUMBER Hawk saloon	£1,150
1947 HUMBER Hawk saloon, L.H. drive	£895
1947 HUMBER Super Maple saloon, L.H. drive	£795
1937 S.S. JAGUAR 15-liter saloon, excep. cond.	£495
1938 S.S. 2-liter saloon, choice of two	£450
1947 S.S. 15-liter saloon	£775
1940 MORRIS Coupe, 4,721 miles, red/black	£750
1940 MORRIS Minor tourist	£750
1948 RILEY 14-liter	£1,050
1948 RILEY 7 1/2-liter saloon	£1,195
1949 HUMER 1000 saloon	£650
1947 STANDARD 14 drophead coupe	£785
1948 STANDARD 14 drophead coupe	£650
1948 STANDARD 14 drophead coupe	£725
1948 STANDARD 14 drophead saloon	£695
1948 BURMAN-VALSTO tourist	£795
1937 VAUXHALL Wyvern saloon, 8,000 miles	£895

Full particulars from

**OVERSEAS CARS**  
MEANS A GOOD DEAL

227, BROMPTON ROAD, S.W.3

Phones: Showroom: KEN 7475 Service Station: FUL 7669

## GLANFIELD LAWRENCE



The following cars have been through our workshops and are all fully guaranteed—

1931 LEA FRANCH Estate car, gold/wood, low mileage, immaculate	£1,400
1937 MORRIS Oxford saloon, grey leather, 8,000 miles only, one owner, immaculate	£875
1939 JAGUAR 1 1/2-liter saloon, black, special equipment, immaculate engine, beautiful engine, many extras, superlative	£875
1947 VAUXHALL 12 saloon, black, immaculate engine, many extras, superlative	£875
1947 HILLMAN Minx saloon, black/blue, exact condition, bargain at	£605
1947 AUSTIN 10 saloon, black, brown leather, excellent condition, immaculate engine	£875
1947 STANDARD 12 saloon, black/green, 30 one mile only superb example	£875

Car Dept. Open 9 a.m. to 7 p.m. weekdays. Particulars welcomed of all good clean used cars.

**LONDON**  
407 High Road, Finchley, N.12  
(Corner of N. Circular & Gt. North Road)  
Phone: Finchley 6091-5  
Also at CARDIFF, BRISTOL, PORTSMOUTH, SWANSEA

## THE COODEN ENGINEERING CO. LTD.

Offer

1949 JOWETT Scimitar saloon, Cash	£895 0 0
Or hired 36 months inc. tax and ins. at	£33 10 0
1946 HILLMAN 10 h.p. van, Cash	£225 0 0
Or hired 36 months inc. tax and ins. at	£14 3 0
1939 HILLMAN 10 h.p. saloon, Cash	£350 0 0
Or hired 36 months inc. tax and ins. at	£15 0 0
1939 Mtd ARMSTRONG 14 h.p. saloon, Cash	£385 0 0
Or hired 36 months inc. tax and ins. at	£16 0 0
1938 MORRIS 2 h.p. saloon, Cash	£255 0 0
Or hired 36 months inc. tax and ins. at	£12 17 6
1937 S.S. JAGUAR sports saloon, Cash	£250 0 0
Or hired 36 months inc. tax and ins. at	£15 0 0
1938 MORRIS 10 h.p. saloon, Cash	£150 0 0
Or hired 36 months inc. tax and ins. at	£12 10 0
1938 RILEY Muntford saloon, Cash	£195 0 0
Or hired 36 months inc. tax and ins. at	£9 12 0

H.P. Terms and other hiring rates arranged

**COODEN, BEXHILL-ON-SEA**  
Tel.: COODEN 600

## 'NON-DATING' LINES

...and great mechanical stamina

# FIAT



Prices from £275  
(Insured, Fully re-conditioned models also available.)  
**Mayfair Garages LTD.**  
BALDERTON STREET, LONDON, W.1, MAY. 31647

## WANTED for SPOT CASH CARS ALL TYPES

Hours of Business  
Weekdays and Saturdays  
9 a.m. to 7 p.m.

**ROWLAND SMITH**  
HAMPSTEAD HIGH STREET  
LONDON, N.W.3.  
(Hampstead Tube)  
HAMPSTEAD 4941 (10 lines)

# CASH FOR CARS

always available at  
**ACE Service Station**  
(LONDON) LTD.  
North Circular Rd. Stonebridge Park N.W.10  
Tel: ELGAR 5585

# LEX

THE "FINEST SHOW" IN THEATRELAND

1931 (Excl) AUSTIN Princess saloon, motor, with down-lens, leather, 8,000 miles. Immaculate throughout. B.M.T.A. permit—14 months Guaranteed engine	£2,595
1938 (Inc) 40 AUSTIN Shoreline saloon, black with beige leather, loan covers. In faultless condition, 17,000 miles	£1,595
1938 (July) VAUXHALL Wyvern saloon, black with brown leather 15,000 miles	£995
1947 (May) AUSTIN "Eight" saloon, black with brown upholstery, sliding roof—one owner since new	£595

**LEX GARAGES LTD.**  
7 LEXINGTON STREET, PICCADILLY  
CIRCUS, LONDON, W.1. CEN 6300

# The Car Mart Ltd

AUSTIN LONDON DISTRIBUTORS

## High Grade Used Cars with Six Months' Guarantee

1950 (Dec.) <b>ARMSTRONG SID-DELEY</b> 18 h.p. Hurricane Drop-head Coupe, heater, 12,000 miles	£1,195	• 1950 <b>M.G.</b> 1½-litre Saloon, 4,000 miles	£1,125
1950 <b>AUSTIN A.40</b> Saloon, radio, heater, 15,000 miles	£965	• 1950 <b>MORRIS</b> Minor Tourer, 15,000 miles	£685
1950 <b>AUSTIN A.70</b> Saloon, heater, 5,000 miles	£1,075	• 1950 <b>MORRIS</b> Oxford Saloon, heater, 10,000 miles	£935
1950 <b>AUSTIN A.125</b> Sheerline Saloon, radio, heater, 6,000 miles	£1,525	• 1950 <b>RILEY</b> 2½-litre Saloon, 7,000 miles	£1,495
1949 <b>BENTLEY</b> Mark VI Standard Steel Saloon, radio, heater	£3,950	• 1938 <b>ROLLS-ROYCE</b> 25 30 h.p. 7-seater Limousine by Park Ward	£2,250
1950 <b>CITROEN</b> Light 15 Saloon, heater, 13,000 miles	£1,035	• 1949 <b>STANDARD</b> Vanguard Saloon, heater, 6,000 miles	£925
1950 <b>FORD</b> Anglia Saloon, 4,000 miles	£735	• 1950 <b>SUNBEAM-TALBOT</b> '90' Saloon, radio, heater, 16,000 miles	£995
1950 <b>HILLMAN</b> Minx Phase III Drop-head Coupe, 6,000 miles	£985	• 1950 <b>TRIUMPH</b> Mayflower Saloon, 10,000 miles	£925
1950 <b>HUMBER</b> Super Snipe 27 h.p. Saloon, heater, 11,000 miles	£1,195	• 1950 <b>TRIUMPH</b> '2000' Renown Saloon, radio, heater, 9,000 miles	£1,095
1949 <b>JAGUAR</b> Mark V 2½-litre Saloon, 12,000 miles	£1,495	• 1950 <b>VAUXHALL</b> Wyvern Saloon, 6,000 miles	£975
1949 <b>JOWETT</b> Javelin Saloon, 12,000 miles	£875	• 1950 <b>VAUXHALL</b> Velox Saloon, radio, heater, 10,000 miles	£935

### USED CARS WANTED

We have a ready market for used vehicles and would appreciate the offer to purchase all types.



OFFICIAL RETAILERS FOR  
ROLLS-ROYCE AND BENTLEY CARS



#### STANHOPE HOUSE

320, Euston Road, LONDON, N.W.1  
EUSlon 1212

#### AUSTIN HOUSE

297, Euston Road, London, N.W.1  
EUSlon 1212

16, UXBRIDGE ROAD, EALING, W.5  
EALing 6717

UPPER MONTAGU STREET,  
LONDON, W.1  
AMBassador 1837

#### GLOUCESTER HOUSE

150, Park Lane, London, W.1  
GROSvenor 3434

WELSH HARP, EDGWARE ROAD  
LONDON, N.W.9  
HENdon 6500

309, STREATHAM HIGH ROAD  
LONDON, E.W.16  
STReatham 7751

\_\_\_\_\_





# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTON MARTIN

**B**ROOKLANDS.  
**A**USTON MARTIN distributors.  
**N**EW 2.6-litre for demonstration.  
**B**OY or sell your car.  
**103** New Bond St., London, W.1. Mayfair 651-0.  
**A**CLAND & TABOR, Ltd. Welwyn 481, offer with three months' guarantee:—  
**1951** 5,000 miles, central gear change. B.M.W. 3.0. (C1001)  
**A**USTON MARTIN 1931 1½-litre International, excellent condition, new tyres, black, tonneau, very lively; 275/- O'Shanahan. Tel. Radley House, Park Rd. N.W.1. Ambassador 3511. (C1016)  
**O**NE of the few 1½-litre Mk. II Aston Martin D.H.C. 4-door, green with buff leather, wheels and vinyl just repainted, engine rebuilt 10 months ago, bills for over £250, private owner, trial by appointment. £475/- Day, Eve, 2111; evenings, Bryant 654. (C1020)

**A**ston Martin Cars Wanted  
**A**USTON MARTIN cars wanted for cash. Full details—  
**P**riary Motors, Ltd., Old Windsor, Windsor 2008-5.  
**R**OWLAND SMITH'S, the Aston Martin buyers—  
**H**ampstead High St. (Hampstead Tube). (C1017)  
**A**ston Martin Spares and Service  
**P**riary Motors, Ltd., Old Windsor, Windsor 2008-5.  
**S**OLE suppliers of spares for all Aston Martin cars produced up to 1931; specialised servicing facilities. 2-litre reconditioned engines available—Straight Rd., Old Windsor, Windsor 2008-5. (C1019)

## AUSTON SEVEN

**1939** Austin 7 saloon, choice of two; £295.  
**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 9899-9. (C1072)  
**1937** Ruby de luxe, taxed December; £250/- Kingston 5935.  
**£65** used, excellent condition—Alderton, 7, Westfield Avenue, Hampden, 284. (C1015)  
**225** one—Austin 7 1937 Ruby de luxe saloon, black, sliding head, brown leather, very good condition; terms, exchanges—Rowland Smith, below.  
**195** one—Austin 7 1936 Ruby de luxe saloon, dark blue, sliding head, blue leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)  
**1938** Austin 7 4-door saloon, exceptionally good condition; £225/- Vandervell (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4481. (C1037)  
**T**HANKARD & SMITH, Ltd., offer: 1935 Austin 7 4-door saloon in maroon with black vinyl and maroon leather, excellent condition throughout; £350 5 months' written guarantee; also 200 guaranteed used cars of all makes—198, Kines Rd., S.W.3. Tel. Farnham 4801-8. (C1026)

**R**OWLAND SMITH'S, the Austin buyers—  
**H**ampstead High St. (Hampstead Tube). Ham 6041.

## AUSTON EIGHT

**S**IMPSON (EDGWARE).  
**1947** 4-door saloon, very immaculate; £465.  
**S**IMPSON MOTOR SALES (LONDON), Ltd., North Rd., Edgware, Tel. 3986 and 7070. (C1014)  
**B** J. HUNTER, Ltd., offer:—  
**1947** Austin 8 saloon, really as new; £550/- Below.  
**B** J. HUNTER, Ltd., 22, Cricklewood Broadway, S.W.2. Tel. Gladstone 6803. (C1040)  
**C**ATEHOUSE MOTORS offer:—  
**1939** Austin 8 saloon, in excellent condition, new engine fitted; £350/- Catehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 3444. (C1021)  
**1947** (Nov.) 8 hp sunroof saloon, beige/brown, really excellent condition; £370/- H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C1004)  
**A**USTON 8 saloon 1946, 4-door, sunroof, grey Channel Green, taxed December, mileage 33,771, one owner; price £525/- this car has been well maintained—Carter Garage, Ltd., Chingford, 81, 1066. (C1006)  
**E**XCHANGE 1940 Austin 8 genuine mileage 39,000, recent new engine, for Alvis or Wolseley or other quality car, cash adjustment or sell; £250/- Key, J., Lewisham Hill, London, E.15. (C1007)  
**1947** Austin 8 saloon, sun roof, black with brown good tyres, leather in original condition, serviced by us, taxes, test, one owner, open 9-7 week-days and Saturdays—Deputy, South Rd., Southall, Middlesex, Southall 2955. (C1041)  
**395** one—Austin 8 (Jan. 1946) 5-door shooting brake, coach-built natural timber body, glass all sound, removable seats, rear entrance, cleanly used, excellent condition; terms, exchanges—Rowland Smith, below.  
**295** one—Austin 8 (April, 1939) saloon, black, good tyres, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)  
**1947** Austin 8hp de luxe saloon, black brown leather, radio, excellent condition, very clean, any inspection invited, 3 months' guarantee, £625/- Trinity Cars Ltd., 14, North Side, Wandsworth Common, S.W.2. Gladstone 1166. (C1034)

## AUSTON EIGHT CARS WANTED

**R**OWLAND SMITH'S, the Austin buyers—  
**H**ampstead High St. (Hampstead Tube). Ham 6041.  
**F**ERRARIS OF CRICKLEWOOD by Austin 8 post-war saloon, H.P. settled; drive in, write or phone—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open to 7 p.m. week-days. (W2008)

## AUSTON EIGHT CARS WANTED

**C**THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars—297, Euston Rd., N.W.1. Euston 1212. (C1005)

## AUSTON TEN

**G**EOFFREY EDWARDS, Ltd., offer:—  
**1947** Austin 10, unregistered until April, 1952, black, brown leather, loose covers, sliding roof, absolutely unimpaired new throughout, most unusual opportunity, £500, 3 months' written guarantee; hire purchase, part exchanges—Amenbury Lane, Harpenden, Herts. Tel. 118. (C1009)

**D**ICKS.  
**1937** Austin 10 Cambridge saloon, one owner, guaranteed 40,000 miles, positively unimpaired; £350.  
**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 9899-9. (C1072)

**B**LUE STAR GARAGES, Ltd., offer:—  
**A**USTON 10s for sale: 1936 catrollet, £250; 1936 saloon, £250, in good order—Portway Green Rd., West Hampstead, N.W.4, Ham. 2211. (C1031)

**W**ELL HALL ROAD GARAGE offer:—  
**1946** Austin 10, 2 owners, reconditioned engine, new brakes, immaculate; 3 months' guarantee; £250.  
**W**ELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Tel. 3534. (C1010)

**M**ERES & MERES, Ltd. (Ex. 1985), offer:—  
**1935** Austin 10hp catrollet, grey, brown hide upholstery, coachwork, mechanical condition and tyres excellent, above average for year; £295/- The Broadway, Mill Hill, N.W.7. Tel. 3441. (C1012)

**G**EOFFREY EDWARDS & Co., 369, Euston Rd., N.W.1. Euston 4466. (C1003)  
**1939** Austin 10 saloon, remarkable condition; WADCOL MOTORS, 150-6, West End Lane N.W.6, Hampstead 1177. (C1040)

**1940** Austin 10 de luxe saloon, immaculate condition; £350.  
**£199**—1935 Austin 10-4 de luxe saloon, an excellent little car for a modest outlay—Bayer Motors, 180-184, West End Lane N.W.6, Hampstead 9490. (C1024)

**£545**—Austin 10 saloon, 1946, black, very good car at bargain price.  
**S**TARNER MOTORS, 105, The Broadway, Cricklewood 1542.

**A**USTON 10, 1954 saloon de luxe, beautiful condition throughout; £1185/- Ham. 3053. (C1067)  
**1945** Austin 10 saloon, in excellent condition throughout; £475/- Haslins, Ledbrooke 1155. (C1007)

**1947** £595—Austin 10 saloon, black, maroon, good—45, Shirehall Park, N.W.4, Hendon 1648. (C1040)

**1936** Austin 10 saloon, black, maroon leather, one owner, since new, beautiful condition throughout.  
**R** O'BRIEN, 96-98, Upper Richmond Rd., East Putney, R.S.W.15, Tel. 4561. (C1006)

**£199**—1935 Austin 10 de luxe saloon, excellent and sound condition throughout; really bargain price—Below.  
**£333**—1937 8 Cambridge de luxe saloon, magnificent bodywork and excellent mechanically; choice 3 others; 3 months' guarantee; hire purchase, cash terms—  
**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421, L. High Rd., Finchley, N.12, Fin. 6221. (C1032)

**A**USTON 10, 1946, black, 14,000 miles, good condition, reasonable offers—Ryman, Sunshine House, Threlkwood Herts, Tel. 122. (C1036)

**1934** Austin 10, stripped, new engine, tyres, complete except rear body, nrsl. £70/- after Tweedy Rd., Bromley, Kent. (C1008)

**A**USTON 10 1947 de luxe saloon, twin windscreen, secret sliding, perfect condition; £465, or offer—Kensington 5629 after 7 Vandeyke 1774. (C1002)

**A**USTON 10 tourer, 1939, excellent condition, new head and side screens, £225, o.n.o.—Marrell, 10, Trillick Rd., Tottenham, N.17, after 6 p.m. (C1003)

**1946** Austin 10 de luxe saloon, black/brown hide upholstery, taxed year; £550/- Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. (C1036)

**£385**—1939 Austin 10hp saloon de luxe, blue—Vandervell (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4481. (C1037)

**1943** Austin 10 saloon, not ex-Govt. vehicle but exactly similar in appearance to post-war model; excellent tyres, 3 months' guarantee, £425.  
**C** & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.E.3, Finchley 1236 (3 lines). (C1016)

**1947** 48 10hp Austin, immaculate in appearance, excellent mechanical order; £325.  
**L**AWTON-GOODMAN, 135, Cricklewood Broadway, S.W.2. (C1022)

**£199**—1935 Austin 10 4 de luxe saloon, an excellent little car for a modest outlay—Bayer Motors, 180-184, West End Lane N.W.6, Hampstead 9490. (C1024)

**1947** Austin 10, one owner, black/brown leather, immaculate paint, excellent mechanically.  
**£255**—King's Motors, 1, High St., Hounslow, W.4. 5552. (C1039)

**1935** Austin 10s Lichfield saloon, one owner since 1936, maintained exclusively by ourselves, mechanical condition guaranteed, an exceptional bargain; £225.  
**M**COMMON, BATTERSEA 5573. (C1006)

**1947** Austin 10hp de luxe saloon, black/brown leather, radio, any inspection invited; £675/- Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.2. Gladstone 1166. (C1034)

## AUSTON TEN

**545** one—Austin 10 1946 de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition, terms, exchanges—Rowland Smith, below.  
**345** one—Austin 10 (July, 1938) Cambridge de luxe 4-door saloon, black, sliding head, brown leather, on owner's good tyres, excellent condition, terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)  
**1947** Austin 10hp, excellent condition, new engine 1950, taxed to December; £375 or offer—F. W. Edwards, Bromford, Enfield, Tel. H. 9410 1135; after 6 p.m. Hovard 5225. (C1071)

## AUSTON TEN CARS WANTED

**C**THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars—197, Euston Rd., N.W.1. Euston 1212. (C1005)

**R**OWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C1017)

**C**AMDEN MOTORS urgently require 1959-40 Austin 10 saloons, particularly those with tyres required for 1959-40 Austin 10 saloons, L. Lakes St., Leighton Buzzard, Beds. Tel. 2341 (3 lines). (W1035)

**F**ERRARIS OF CRICKLEWOOD by Austin 10 saloons, 1939 or post-war; H.P. settled; drive in, write or phone—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open to 7 p.m. week-days. (W2008)

## AUSTON A40

**C**AR MART, Ltd., LONDON Distributors.  
**1950** Austin A40 saloon, radio, heater, 15,000 miles; £605/- Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1019)

**R**USSELL MOTORS offer:—  
**1949** Austin A40 Devon, radio and heater, moderate mileage; any trial or examination.  
**R**USSELL MOTORS (ROGHTBRIDGE), Ltd., 37, Sloane St., W.1. Tel. Sloane 9888. (C1030)

**B** J. HUNTER, Ltd., offer:—  
**1949** A40 saloon, special export model; £725.  
**B** J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6803. (C1040)

**W**ARWICK WRIGHT, Ltd., offer:—  
**1950** Austin A40 saloon grey, blue leather, 8,000 miles.  
**W**ARWICK WRIGHT, Ltd., 130, New Bond St., W.1. (C1041)

**A**THUR MILLINER, Ltd., offer:—  
**1949** Austin A40 Devon saloon, first registered 2/8/49, pastel green with beige leather upholstery, carefully maintained by one previous owner, fitted heater, in excellent condition throughout; will pay you to telephone or write for the latest price list of our comprehensive stock and details of our incomparable 6 months' guarantee.  
**A**THUR MILLINER, Ltd., Bridge St., Northampton, Tel. 507. (C1019)

**H** A. SAUNDERS, Ltd., offer:—  
**1950** Austin A40 saloon, black with beige upholstery, heater, 5,500 miles; £995/- 842, High Rd. W.12, Hillside 0951. (C1027)

**W**ANSTEAD MOTORS, Ltd., offer:—  
**1949** A40, black, 26,000 miles; £695.  
**W**ANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1080. (C1042)

**1949** Austin A40 4-door saloon, 12,000 miles, immaculate condition; £795.  
**M**AYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.2, Col. 8092. (C1034)

**1949** A40 grey; excellent condition. £790 o.n.o.—Seen Ealing or Kings Cross. Petrol 9075. (C1044)

**1948** (Oct.) Austin A40 Dorset saloon, one owner, sliding roof, very carefully used, guaranteed; £750.  
**C** W. WILKIN, Ltd., 1, Weston Park Kingston-on-Thames, Kin. 2241. (C1003)

**1949** (November) Austin A40, one owner, low mileage, original tyres, perfect; £890; h.b. terms arranged.  
**L**EE GREEN MOTORS, 343-5, Lee High Rd., S.E.12, Tel. Lee Green 0854. (C1056)

**1950** Austin A40 Devon saloon, heater, 3 months' guarantee, £695/- Lawson-Goodman, 84, North Audley St., W.1. (C1022)

**1949** Austin A40 grey, 10,000, immaculate; £705.  
**S**W.2, Tube Hill 1288. (C1043)

**C**OURTYMAN, Nov. 1949, 20,000 miles, perfect condition throughout; £675/- Laurence, 123, Gloucester Rd., Bristol 7. Tel. 46330. (C1070)

**1949** Austin A40 saloon, 17,000 miles; £825/- F. Dove Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3268. (C1076-1)

**1949** Austin A40 saloon, 14,000, taxed, as new; £795/- B. J. Franks, 8a, Cromwell Rd., South Kensington, Tel. 0513. (C1014)

**C**ASS'S MOTOR MART—1949 Austin A40 saloon, 21,000 miles, excellent; £650, written guarantee—5, Warren St., W.1. Euston 4110. (C1049)

**1949** Austin A40 saloon, small mileage; £645/- Barnes Garage, 315, Finchley Rd., Hampstead N.W.2. Ham. 2221. Tel. 1687. (C1012)

**1949** Austin A40 saloon, beige, one owner, heater, taxed year, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A40

**£790**—1949 A40 saloon, faultless, radio, heater, sun roof, new tyres and battery.—A. B. 2, Hall Lane, Upminster, Essex. Tel. 3465. (C1074)

**1949** (Sept.) A40 saloon, green, heater, exceptional condition. £895.—Dunlop. (C1074)

**795**—Austin A40 (February 1949) Devon 4-door saloon, blue, fern leather, small mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1074)

**645**—Austin A40 (July 1948) Dorset saloon, 2150 cc, black leather, sliding roof, heater, one owner, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1074)

**1950** Austin A40 pick-up, perfect condition, sprayed black, no writing, one driver above new; £480.—E. F. Dove, Ltd., 113-115, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)

**1949** Austin A40 4-door saloon, finished in steel with better leather, complete with heater, 22,000 miles, extremely well kept throughout.—J. Baker & Co. Ltd., Dorking 3622. (C1076)

**WALTER SCOTT, Ltd.**—1949 Austin A40 Devon, blue, 19,000 miles, heater, one owner; £895; terms, exchanges.—39, Colney Crescent, Hampton N.W.3 (Swiss Cottage Tube), Pri. 5914. (C1006)

**1949** Austin A40 saloon, blue, sliding roof, radio and heater, well maintained by one owner; £835.—Vanderveils (Buyers of Good Cars), 215, Haverstock Hill, N.W.3, Primrose 4441. (C1087)

**1950** (March) Austin A40, 11.40 miles, excellent condition, one owner, dark maroon, heater, as new; £900; exchanges, terms.—Fred Tompkins Motors, Ltd., Esher 86, Northampton Tel. 5149. (C1025)

## Austin A40 Cars Wanted

**THE CAR MART, Ltd.**  
AUSTIN cars  
REQUIRED immediately.  
MAKE your enquiries to  
AUSTIN House, 297, Euston Road, London, N.W.1  
TELEPHONE: Euston 1212  
ROWLAND SMITH'S  
Rowland Smith's, the Austin buyers.—Hampstead High Rd. (Hampstead Tube), Ham 6041. (C1074)

**PHENIX MOTOR Co.**—1949 Austin A40, High Rd., Sutton, Surrey, Vigilant 1121. (W5044)

**AUSTIN A40 cars wanted.**—Motorists (London), A. Ltd., are immediate cash buyers of A40 with 1000 saloons.—Great North Rd., E. Finchley Station, N.2, Turner 2501-2. (C1074)

**N.B.** Austin owners: cash awaits your A40 or part exchange for a sound used car; see us first.—Hawkins Bros., Ltd., 97a, Cromwell Rd., S.W.7, Frohisher 8161. (C1046)

## AUSTIN TWELVE

**1937** Austin 12 saloon, very superior condition; £350.—DICKS CAR SALES, Ltd., 345-401, High Rd., Kilburn, Maida Vale 6989-9. (C1072)

**1939** Austin 12 convertible saloon, single 2, N.W.6, May, 4725. (C1011)

**1938** Austin 12hp Ascot sunbath saloon, dark blue, excellent condition, taxed year; £575.—Sutton Court Motor Co., Chiswick 0011. (C1074)

**F. DOVE** offers: 1937 Austin 12 de luxe saloon, one owner since new, magnificent condition; £495.—69, Broadway, Wimbledon, S.W.19, Liberty 3456. (C1077)

**J. SHANKS & Co., Ltd.** (Est. 1897), offers: 1938 Austin 12hp de luxe saloon, dark blue, blue leather, taxed; £575.—Baker St., Weirbridge, Surrey, Tel. Wey, 117. (C1074)

**FOR sale**, 1939 12hp Austin Ascot saloon, black, in good running order; can be inspected by appointment.—The Critical Manufacturing Co., Ltd., Brin-tree, Essex. (C1074)

**1946** (November) Austin 12 saloon, black, brown leather, sun roof, well maintained, taxed, one owner; £550.—Wood, 6, South Rd., Southall, Middx. Southall 1729. (C1074)

**£235**—1937 Austin 12 saloon, good runner, excellent condition; value at this new low price.—Harrow 4444-4494. (C1074)

**1935** Austin 12.6 saloon, smart car, good mechanical condition, tyres, battery, etc.; £119.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladeside 8605-6. (C1064)

**£435**—1939 Austin 12.4 de luxe saloon, immaculate, late blue cellulose and interior make this vehicle outstanding; choice 2 others; 3 months' guarantee, hire purchase, exchanges.—F. AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12, Fin. 6221. (C1052)

**595**—Austin 12 1947 4-door saloon, black, brown leather, carefully used, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1074)

**M. M. Mum**, "They're laughing at me," but it's true, 1949, 12.4 saloon, believed mileage 10,000, one owner before me, tools still in pegbox, contains oil consumption negligible, wonderful condition. £500.—Culvercroft, Woodland Rd., Esher. (C1074)

## Austin Twelve Cars Wanted

**1937**—1949 Austin 12 saloon and limousines wanted.—Motorists (London), Ltd., East Finchley Station, N.2, Turner 2501-2. (C1094)

## Austin Twelve Cars Wanted

**THE CAR MART, Ltd.** London distributors, with to purchase Austin 12 cars.—297, Euston Rd., N.W.1, Euston 1212. (C1094)

**ROWLAND SMITH'S** the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C1074)

## AUSTIN FOURTEEN

**1935** 13.9 Greyhound sports saloon, black, brown leather upholstery, very good condition for year; £230.—C. E. Lawrence (Motors) Ltd., New Street Garage, Aylesbury, Tel. 368. (C1072)

## AUSTIN SIXTEEN

**CAR MART, Ltd.** London Distributors.  
**1948** Austin 16hp saloon, heater, 19,000 miles; £750. (C1094)  
**1948** Austin 16hp saloon £675.—Car Mart, Ltd., Euston 1212. (C1094)

**MONTROE MOTORS** offer—  
**1948** (Oct.) Austin 16, as new, one owner, unrepairable, £745. (C1094)  
**MONTROE MOTORS**, 31, H. ROSWELL, 91-7, Epping New Rd., Buckhurst Hill, Essex. (C1015)

**RUSSELL MOTORS** (KNIGHTSBRIDGE), Ltd., 47, Merford Rd., Epsom, Surrey 1431. (C1094)  
**1936** Austin 16 saloon, long chassis, in immaculate condition; £275.—Caledonia Motors, Ltd., 11, St. James's Place, London, N.W.1, Moss 4444. (C1087)

**CUY ALFRED & Co.** offer—  
**1949** Austin 16, black/brown, very fine order, end of financial year, to clear; £715.—6-7, Waverley St., W.1, Euston 324. (C1094)

**H. A. SAUNDERS, Ltd.** offer—  
**NEW** Austin 16hp hire cars; now available for immediate delivery; best part exchange allowance for your old car; 10 terms; call, 11.40 miles, £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.** offer—  
**1948** Austin 16, colour grey, brown cloth and leather interior, excellent condition throughout; £525.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Merford Rd., Enfield, Howard 1431. (C1094)

**1938** Austin 16, good condition; £325.—Salut Motors, 18, Salcott Rd., S.W.11, Bal. 1877. (C1011)

**1946** Austin 16 de luxe saloon, black (chevy 2), 1948—A. Z. Motors, Palmerton Rd., N.W.6, May, 4725. (C1011)

**1948** Austin 16 saloon, chauffeur-maintained, 1948—A. Z. Motors, Palmerton Rd., N.W.6, May, 4725. (C1011)

**1949** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

**1948** Austin 16, dark blue, brown hide, radio, heater, coloured seat covers, genuine 14,000 miles; £836.—High Rd., N.12, Hillsdale 0024. (C1087)

## Austin Sixteen Cars Wanted

**THE CAR MART, Ltd.** London distributors, with to purchase Austin 16 cars.—297, Euston Rd., N.W.1, Euston 1212. (C1094)

**ROWLAND SMITH'S** the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C1074)

**1950** (late) Austin A16 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

**AUSTIN A70 & A80**  
**1950** (late) Austin A70 saloon, finished in black with light lawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950. (C1095)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Austin A76 and A99 Cars Wanted**

**THE CAR MART, Ltd.**  
**A**UTOSTIN cars  
**R**EQUIRED immediately.  
**M**AKE your enquiries to  
**A**UTOSTIN House, 297, Euston  
**R**OAD, London, N.W.1.  
**T**EL: EUSTON 1212. [0355]

**ROWLAND SMITH'S**, the Austin buyers, Hampstead High St. (Hampstead Tube). Hampstead 6041. [0361]

**AUSTIN EIGHTEEN**  
**C.M.I. CAR SALES (Pte. 6025) offer:—**

**1939** Austin 17-7-seater limousine, second, engine recently fitted, one owner, excellent condition. 6,000 miles. [0355]  
 3 months guarantee, terms: list on application.—**Stuts**  
 Office, Finchley Rd., N.W.5. [01051]

**1934** Austin 18-7-seater saloon.—**Durngate Garage**, Winchester. [01010]

**1937** Austin 18 Chalfont 7-seater limousine, recently driven engine guaranteed, 2,450, permanent Vauchan, 17, Astwood Mews, S.W.7. Fro. 1519. [03039]

**18** 1945 Austin 7-seater, black, brown hide upholstery, original condition: 4,595; terms: exchange.—**G.S. Hall Ltd.**, 302, King St., Hammersmith W.6, Riverside 2861. [03031]

**A&S** Seven passenger Saloons also Limousines, selected carriages, with mechanical guarantee certificate.  
**L**IMOUSINES 1930, 1937/1938/1939 partitioned, 1st ward occasional, leather, reasonable cost. Seen.—**L.P.E. & SAUNDERS** (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [01006]

**Austin Eighteen Cars Wanted**

**THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1, Euston 1212. [00959]

**ROWLAND SMITH'S**, the Austin buyers, Hampstead High St. (Hampstead Tube), Hampstead 6041. [0361]

**AUSTIN TWENTY**  
**245** 1945 Austin 20 1936 Mayfair 7-seater limousine, black, upholstered leather throughout, sliding partition, face-forward occasional, roof luggage carrier, discs, very good condition; terms: exchange, list, open 3-7 week-days and Saturdays.—**Rowland Smith**, Hampstead (Hampstead Tube), Hampstead 6041. [03018]

**Austin Twenty Cars Wanted**

**ROWLAND SMITH'S**, the Austin buyers, Hampstead High St. (Hampstead Tube), Hampstead 6041. [0361]

**AUSTIN TWENTY-EIGHT**  
**1939** Austin Ranelagh seven-seater limousine with sliding glass division and forward facing occasional seats; has been little used, and is in really immaculate condition throughout.—**Hale's Motor Co. Ltd.**, Austin House, Chancery St., Southwark, London SE26B. [03726]

**A&S** Limousine, Ranelagh, 1939, partition, forward occasional, leather, certified mechanically, magnificent condition, carcase, bargain. Seen.—**L.P.E. & SAUNDERS** (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [01006]

**AUSTIN A125 & A135**

**1951** Austin Sherline limousine, speedometer reading 2,500.  
**103** New Bond St., London, W.1. Mayfair 8551-6. [01029]

**THE CAR MART, Ltd.**  
**L**ONDON DISTRIBUTORS.

**1951** Austin A125 Sherline 7-seater limousine, radio, heater, 7,000 miles; £1,195; B.M.T.A. consent; balance of Coventry to be signed.

**1950** Austin A125 Sherline saloon, radio, heater, 6,000 miles; £1,325.

**THE CAR MART, Ltd.**, Austin House, 297, Euston Rd., N.W.1, Euston 1212. [01039]

**NEWNHAM Ltd.**

**1952** (Jan.) Austin Sherline saloon, black with beige leather, genuine milage 15,000; B.M.T.A. permission

**1950** Austin Sherline saloon, black with grey, excellent condition.

**NEWNHAM House**, 235-7-9, Hammersmith Rd., London, W.6, Riverside 4600. [03324]

**B. J. HUNTER, Ltd.**, offer:—

**1949** Austin Sherline saloon, numerous extras, including radio, heater, Rimbella's, low mileage, one owner, chauffeur maintained, £1,075.

**B. J. HUNTER, Ltd.**, 22, Crickwood Broadway, N.W.2, Tel. Gladsstone 6302. [03040]

**A. SAUNDERS, Ltd.**, offer:—

**836** New Austin A125 Sherline saloons and limousines; not available for immediate delivery; best part exchange allowance for your present car; b.p. terms available. High Rd., N.12. Hillside 0024. [03027]

**836** New Austin A135 Princess saloons; now available for immediate delivery; best part exchange allowance for your present car; b.p. terms available. High Rd., N.12. Hillside 0024. [03027]

**AUSTIN A125 & A135**  
**A. RUTH MULLINER, Ltd.**, offer:—

**1950** Austin Sherline saloon, first registered 12/6/50, grey, with grey leather upholstery, one owner, fitted radio, heater and twin spotlamps, in exceptional condition throughout; it will pay you to telephone or write for the latest price list of our comprehensive stock and details of our incomparable 6 months' guarantee.

**A. RUTH MULLINER, Ltd.**, Bridge St., Northampton. Tel. 301. [03019]

**CITY SALMON AUTOMOBILES**, offer:—

**1949** Austin Sherline, black with beige leather, chromium plated radiator cover, in new condition throughout; £1,195.—**Portsmouth Rd.**, Thames Ditton, Esherbrook 5551-3-5. [03001]

**H. A. SAUNDERS, Ltd.**, Radlett, Herts.

**1950** Austin Sherline, mileage 15,000.—**Tel. Radlett 5621-6.** [03405]

**1949** Austin Sherline, sunmetal, grey leather, radio, heater, perfect condition, one owner.

**R. PICO, Ltd.** (Austin purchased), 15, Albemarle St., Mayfair, London, W.1, Regent 2552. [03062]

**1949** Austin Sherline saloon, black; £1,300. **A. Peto Ltd.**, 42, North Audley St., W.1. Mayfair 3051. [03043]

**1950** Austin Sherline, black, 19,000 miles, immaculate condition, one owner; £1,500.—**Robins Garage**, Rushy. [03907]

**AUSTIN Sherline**, September 1949, black, radiator, 25,000 miles, perfect condition, new tyres; £1,275.—**Monarch 5741.** [03928]

**£1250**—1949 Sherline, 23,000 miles, grey, radio, heater, perfect condition, one owner.—**Cowes Br. & L. Ltd.**, 10, St. Marks St., W.1. [02936]

**1950** Austin Sherline saloon, radio and heater, 13,000 miles.—**Bristol & Co. Motors, Ltd.**, Upper St. Martin's Lane, W.C.2 Temple Bar 3598.

**8000** miles.—1950 Austin Sherline saloon, black, fawn leather, radio heater, magnificent car, 13,000 miles.—**Marina, Ltd.**, 51, Boone St., S.W.1, Tel. Slane 3557. [03006]

**1950** Austin Sherline, black with fawn leather upholstery, excellent condition, highly recommended and chauffeur maintained; price £1,350.—**Poland Street Garage**, 49-53, Poland St., W.1. Reg. 9010. [03011]

**1951** Austin A135 Princess saloon, 8,000 miles, only motor, 1949, 18,000 miles, beige leather, automatic, B.M.T.A. 18 mths. permanent apolice; 2,448.—**Lex Garage, Ltd.**, 2, Lexington St., W.1. [03011]

**AUSTIN Princess** saloon, Feb. '51, maroon, beige hide, heater, radio, guaranteed 8,000 miles only, exactly as new, £1,100 (subject to balance of B.M.T.A. covenant).—**Primmer Motor Co.**, Aston Rd., Birmingham, 6. [03006]

**1949** Austin Sherline saloon, colour grey and beige leather, mileage 18,000, heater, radio, excellent condition in every way; £1,425.—**B. S. Mead (Ss.) Ltd.**, 42, Queen St., Maidenhead. Tel. Maidenhead 3471. [03011]

**£1100** or near offer.—**Vandervell's** offer on behalf of the original owner, 1949 (November) Austin Sherline, black/brown leather, fitted radio, chauffeur driven and serviced since new by ourselves.—**215, Haversock Hill, N.W.3.** [03037]

**ARCHIE SIMONS & Co., Ltd.**, 1951 (Dec.) Austin A135 Sherline, colour black, beige leather upholstery, fitted radio and heater, an opportunity to purchase a virtually new car, having covered only 2,100 miles, owner suitor, B.M.T.A. permission to be offered at the attractive figure of £1,850.

**1949** Austin Sherline saloon, colour black, beige leather, upholstery, loose covers, radio and heater, nominal mileage, one owner only, immaculate in every way; £1,295.—**94, St. Portland St., W.1.** [03013]

**1950** Austin Princess saloon, maroon/beige leather, genuine milage 15,000, one driver only virtually as brand new, fitted built-in radio, heater and picnic tables, original tyres, spare unused, 100% condition throughout, must be seen and tried to be appreciated; £1,075.—**Royston Motor Co., Ltd.**, Herts. Tel. 2148. [03533]

**Austin A125 and A135 Cars Wanted**

**THE CAR MART, Ltd.**  
**A**UTOSTIN cars  
**R**EQUIRED immediately.  
**M**AKE your enquiries to  
**A**UTOSTIN House, 297, Euston  
**R**OAD, London, N.W.1.  
**T**EL: EUSTON 1212. [0652]

**AUSTIN MISCELLANEOUS**

**1950** Austin A40 saloon, green, brown interior, heater, excellent condition, 20,000 miles; 695.

**1950** Austin A30 saloon, black, cream interior, first class condition, taxed until December, 25,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1949** Austin A40 saloon, black, cream interior, excellent condition, 21,000 miles; 6250.

**1950** Austin A40 sal-on, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**1950** Austin A40 saloon, grey, blue interior, heater, excellent condition, 22,000 miles; 695.

**AUSTIN MISCELLANEOUS**

**TANKARD & SMITH, Ltd.**, offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—**138, Euston Rd., S.W.3.** Tel. Fax. 4801-3. [0374]

**Austin Miscellaneous Cars Wanted**

**ROWLAND SMITH'S**, the Austin buyers, Hampstead High St. (Hampstead Tube), Ham. 6041. [0361]

**AUSTIN** wanted.—**Smiths**, 66, Chalk Farm Rd., N.W.1, Oak 2767. [0361]

**A.L.** model Austin urgently required.—**Corbett & Taylor**, 22, Conduit Mews, W.2. Amb. 6045. [W1055]

**ASH** immediately for good Austin.—**H. F. Edwards**, 305, Ch. Portland St., W.1, Langham 012. [W203]

**MARSTON MOTOR Co.** for your Austin.—**Tel. 016.** 3000 Seven Sisters Rd., Tottenham, N.15.

**H. ATTONS**, of Lord St., Southport, will buy Austin, 1935 to 1950, 8 to 16hp in condition above average.

**WEYBRIDGE AUTOMOBILES, Ltd.**, the Austin distributors, urgently require late type Austin.—**Tel. Weybridge 235.** [0341]

**Austin Spares and Service**

**A** FIRST-CLASS service for Austin replacement units and vehicle maintenance, pre-war and post-war cars in stock, open Saturday until 6 p.m., night service available.—**Wimborne Motor Works, Ltd.**, 29, High St., S.W.13, Wim. 0125. [0342]

**NORMAND, Ltd.**

**T**HE best service only, highly skilled mechanics with efficient supervision.

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 8665. [0225]

**C. H. NORMAN & Co.**

**A**UTHORIZED Austin retailers service, spare parts and replacement units.—**50, Vauxhall Bridge Rd., London, S.W.1.** Victoria 2211. [0271]

**THE CAR MART, Ltd.**

**L**ONDON distributors, spare parts for all model cars and trucks.

**THE CAR MART, Ltd.**, Weigh Ham, Edgware Rd., London, N.W.2, and at 10, Gower St., N.W.1, Ealing, W.5. (Ealing 6717). [0610]

**FOR** Austin spares and replacement units.—**Sands, Burnham, Bucks 84.** [0505]

**FRICKERS OF HOLLAND PARK** (next door to underground) for Austin Service, Tel. Park 5077. [82016]

**AUSTIN 7** spares, lowest prices, largest stock, stamp for price list.—**Whitson 3074, 18, Balham Hill, S.W.12.** Battersea 3380/3769. [10418]

**AUSTIN 7** spares, any year, any part, largest stock of 10 p.m. exchange units.—**Tre Northwood's Ltd.** 15-47, Newington Causeway, E.1. Hop. 333/3320.

**BROOKHURST GARAGE**—**Harrold agents** for Austin, 1945 sales service spares, reconitioned units.—**Edwards Rd.**, Harrold, Wiltshire, Tel. Crumpton 541. [0363]

**New cars**: reconitioned, guaranteed, 7, 10, 12, exchange near boxes and repairs to all types.—**Terence Fraser, Ltd.**, 10, Winchester Mews, N.W.2, Pri. 6159. [10527]

**WEST LONDON**—**Roberts Garage**, repairs and service; stockists, New Avenue, Ave. Frederick Rd., W.6, Riverside 2644-5. G.O. and new friends welcome. [83054]

**AUSTIN** spares for gas, van and commercial vehicles.—**Gibbs, Ltd.**, Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bendon, Farnham, Surrey, Tel. Farnham 211.

**AUSTIN 20** 1936 spares, new and reconitioned, list on application company having disposed of this list have a number of spares available.—**W. J. & L. Lown, Rosemont Rd., Hampstead, N.W.3.** Hampstead 4434. [19331]

**PRYN & STEVENS, Ltd.**, the South London Austin depot, full range of parts and units in stock; exchange engines, rear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—**57, Acce Lane, S.W.2.** Brixton 1155. [10164]

**BENTLEY (3½ & 4½-litre)**

**P. B. LTD.**

**1934** 3½-litre Bentley Park Ward sports saloon, all black with beige leather upholstery.

**1934** 4½-litre Bentley H. J. Mulliner sports saloon, all black with grey leather upholstery, in superb order throughout.

**PADDON BROS., Ltd.**, 60, Chesham Place, S.W.7. Ken. 5277. [03035]

**C. M. LTD.**

**1949** Bentley Mark VI standard steel saloon, maroon with beige leather upholstery, six months guarantee; £3,950; passed by makers.

**1948** Bentley Mark VI standard steel saloon, black with beige leather upholstery, six months guarantee; £3,500; passed by makers.

**THE CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3434. [01559]

**P. & J. PASS & JOYCE, Ltd.**, offer:—

**1949** (October) Bentley Mark VI standard saloon, green with light brown upholstery, 56,000 miles, one owner, radio, heater, immaculate condition 12 months guarantee; £4,250.—**154, St. Portland St., W.1.** Museum 1001. [03039]

**LARGE** stock of 3½-4½ Bentleys now for disposal.

**R. OWEN, Ltd.**, 17, Berkeley St., W.1. Mayfair 9000 (10 lines). [0398]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY (3½- &amp; 4½-litre)

**J**ACK BARCLAY, Ltd.  
ALHIST official retailers of Bentley and Rolls-Royce.  
Stock list of used models on request to:  
12-13 St. George St., Stamford Sq., London, W.1.  
Tel. MAYfair 7444  
JACK BARCLAY, Ltd. (C1087)

**D**ICKS.  
1935 Bentley 3½-litre drop head coupe, Bentley history, maximum 4/5s.  
16, 17 CAR BALBY, Ltd., 355-361, High Rd., KIL-  
burn, Maida Vale 6888-9. (C1072)

**R**IPON.  
1935 Bentley 3½-litre drop head coupe, Bentley history, maximum 4/5s.  
16, 17 CAR BALBY, Ltd., 355-361, High Rd., KIL-  
burn, Maida Vale 6888-9. (C1072)

**R**IPON BROS., Ltd.  
The leading Northern Bentley distributors

1949 Bentley Mark VI standard steel saloon.  
1950 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.  
1948 Bentley Mark VI Mulliner bodied saloon.

## BENTLEY (3½- &amp; 4½-litre)

**F**RANK DALE.  
BENTLEY sports saloon. H. J. Mulliner. 3½-litre.  
A.E. driven, taxed, maker's £500 recent overhaul.  
67 Princes Gate Mews, S.W.7. Kensington 6860.  
MASCOT MOTORS, Ltd., offer:—

1938 3½-litre special James Young 2-seater coupe.  
1935 3½-litre Gurney Nutting sports saloon.  
1934 3½-litre Thrupp & Maberly sports saloon.

MASCOT MOTORS, Ltd., 237-245, Kenal Rd., Lad-  
brooke Grove, W.10. Ladbrooke 1251-2. (C3007)

MANN EGBERTON & Co., Ltd., offer:—  
1950 Bentley Mk. VI steel saloon, black with  
beige leather upholstery, radio, air-con-  
ditioning and sun roof, 4,980 miles.

1949 Bentley Mk. VI drop head coupe by Park  
Ward, grey, with grey leather upholstery.  
11,000 miles, radio and air conditioning fitted.

1948 Bentley Mk. VI steel saloon, grey, with  
beige leather upholstery, 21,000 miles.  
1947 Bentley Mk. VI steel saloon, black with  
beige leather upholstery, 34,000 miles.

1946 Bentley Mk. VI steel saloon, black with  
beige leather upholstery, 34,000 miles.  
14, Berkeley St., London, W.1. Recent 2073. (C3006)

COOMBS & SONS (GUILDFORD), Ltd., offer:—  
1939 Bentley 4½-litre (overdrive) Park Ward  
semi-racer edge saloon, 600 miles since £700  
overhaul, £3,000.

1938 Bentley 4½-litre Park Ward saloon, dash,  
radio etc., reupholstered, £2,150.  
COOMBS & SONS, Ltd., Guildford, Guildford 2907-9-9. (C1057)

CHIFFSTEAD MOTORS, Ltd.—See our advertisement  
under "Sports Cars." (C1046)

CHARLES POLLETT, Ltd., accredited Rolls-Royce and  
Bentley agents, offer:—  
1950 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1949 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1948 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1947 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1946 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1945 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1944 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1943 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1942 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1941 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1940 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1939 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1938 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1937 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1936 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1935 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1934 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1933 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1932 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1931 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1930 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1929 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1928 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1927 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1926 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1925 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1924 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1923 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1922 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1921 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1920 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1919 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1918 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1917 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1916 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1915 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1914 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1913 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1912 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1911 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1910 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

1909 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.  
1908 Bentley Mk. VI standard steel saloon, 2-litre  
overdrive, 4,000 miles, excellent condition.

## BENTLEY (3½- &amp; 4½-litre)

**H**R. R. OWEN, Ltd.  
17, Berkeley St.  
GREAT Britain's leading specialists in Rolls-Royce  
and Bentley cars.  
PROD members of the Swain Group.  
A NATIONAL motorists organization.

1949 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley Motors, in black, uphol-  
stered beige hide with brown piping, many extras.  
1948 Bentley 4½-litre Mark VI 2-door sports  
saloon by James Young, in black with beige  
hide, ref. H.90705.

1948 Bentley 4½-litre Mark VI 2-door sports  
saloon by James Young, in green, uphol-  
stered beige hide with brown piping, many extras.  
1947 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1946 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1945 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1944 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1943 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1942 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1941 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1940 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1939 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1938 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1937 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1936 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1935 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1934 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1933 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1932 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1931 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1930 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1929 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1928 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1927 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1926 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1925 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1924 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1923 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1922 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1921 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1920 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1919 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

1918 Bentley 4½-litre Mark VI standard steel  
saloon by Bentley, in black, uphol-  
stered blue leather, ref. H.8694.

\_\_\_\_\_







USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**DAIMLER**  
WALTER SCOTT, Ltd.—1939 Model D.B. 16 2½-litre Daimler saloon, black, excellent throughout; £295; terms, exchange—39, College Crescent, Hampstead N.W.5. (Swiss Cottage Tube). Pri. 5914. (C1006)

**1950** Daimler 2½-litre saloon, maroon with red upholstery, 4-door, disc brakes, sliding head, triple lived engine, genuine 1,500 miles, interior and exterior in perfect condition, mechanically sound, £1,450—Eastern Automobiles, Letch-on-Sm. Tel. 75824. (C1007)

**1929** Daimler 15, 1937, 17hp. Mulliner de luxe 4-door saloon, black, sliding head, triple lived engine, projector, unsway tyres, very good condition, choice of three 1937 Daimlers; terms, exchange; list, open 9-5 week-day and Saturday—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1008)

**A & S** Limousines, 24hp. 1934, partition, black, widest occasional, superb condition, private bargain value. A 30  
**LIMOUSINES** 52hp Straight-8, Hooper Coachwork, partition, widest occasional, magnificent condition, black. £795. Street. (C1009)

**A LPE & SAUNDERS** (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. (C1006)

**Daimler Cars Wanted**  
CASH immediately for Daimler—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 011. (W2003)

**ROWLAND SMITH'S**, the Daimler buyers, 100, Langham St. (Hampstead Tube), Tel. 6041. (Hampstead Tube). (C1008)

**Daimler Spares and Service**  
A RCOT ENGINEERING, Ltd. (C1008)

**ARCO ENGINEERING, Ltd.**—Preslector gear boxes, exchanges and repairs—169, Fulham Rd., S.W.3. Kensington 7301. (C1006)

**DAIMLER and Lanchester specialists**—Debnam 4341, Motors, 17, Atherton Mews, S.W.7. Western 16078. (C1007)

**DAIMLER and Lanchester spares**—Large stock of spares for most models; specialists in spares unit, seats, etc., for the Daimler sleeve valve series—Allens, Victoria Place, Clapham, S.W.4. Macaulay 4199 and 6252-3. (C1060)

**DELAGE**  
**SILVERSTONE (MAYFAIR)**, Ltd., world concessionaires, 1938-40 four-door head coupe. (C1006)

**82** Park St., W.1. (C1006)

**Delage Spares and Service**  
**SILVERSTONE (MAYFAIR)**, Ltd., Delage world concessionaires—Rapid engine and body repairs; stocked—82, Park St., W.1. (C1006)

**DELAHAYE**  
**£675**—First registered Sept. 1946, 135cc., 4-door, 4-cylinder, 100 miles, four-spoke steering wheel, three-carburettor engine, independent suspension, finished in French blue with leather upholstery, over motor hood, good tyres, an extremely fast and excellent example in every way.  
**BRIAN PINGLASS**, Bugatti Sales & Service, 2, Penbridge Mews, Baywater, W.11. Baywater 3951. After 6, Tube Hill 6755. (C1009)

**Delahaye Spares and Service**  
**SILVERSTONE (MAYFAIR)**, Ltd., Delahaye world concessionaires—Rapid engine and body repairs; parts stocked—82, Park St., W.1. (C1006)

**DELLLOW**  
**SEPT.**, 1950, Wade 1600 Dellow, mileage 18,000, perfect condition, no competition use; £600; no offers. Box 0945. (C1006)

**DELLLOW** (Nov. 1950), black, new reconditioned engine, 9,000 miles; £625—Stark, Hackwood Hotel, Widdmore Rd., Bromley. 19318. (C1007)

**DIESEL**  
**DIESEL**—engine Chrysler Imperial, late 1933, overdrive, 40 mpg over 70 mph, overhead reconditioned 3-litre, leather, leather 4 new tyres, new suspension, taxed year. £350—V. W. Derrington, Ltd., 150-161, London Rd., Kingston 5621-2. (C1071)

**D.K.W.**  
**B & M GARAGES, Ltd.**, for super reconditioned D.K.W. cars and guaranteed spares, brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus machine, etc., repairs and overhauls our specialists—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. (C1016)

**D.K.W. Spares and Service**  
**NEW big-engines and main drive to D.K.W. crankshafts.**  
**C. P. SMITH & CO.**, 83-85, St. John's Hill, Clapham Junction, Bath. 0971. (C1006)

**DODGE**  
**SIMPSON'S MOTORS** offer—  
**1948** Dodge, right-hand drive, all extras, black.  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialist), Wembley 8691/3903. (C1015)

**Dodge Spares and Service**  
**DODGE** specialists, repairs, spares, exchange engine, chassis—Churn Road Engineering Co., Ltd., Dodge Distribution, Hatfield, Essex. Tel. 56474/57127. (C1012)

**DODGE** specialists, repairs, spares, exchange engine, chassis—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2354. (C1052)

**FIAT**  
**FOR Fiat enthusiasts.**  
**CLAIRMONT BROS., Ltd.**, always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450—Shanklin Rd., London, N.8. Mountview 5265. (C1040)

**CHRISTED MOTORS, Ltd.**—See our advertisement under "Sports Cars." (C1046)

**500** model, 1939, 3-steps; choice of three—Fox and Nichol, Ltd., Derswell 1152. (C1013)

**FIAT 500** (Nov. 1950), good condition; new wheels—Cullis, 35, Regent St., Stonehouse, Glou. 13987. (C1007)

**FIAT**  
**1938** Fiat 500, excellent throughout, many extras; 1939 Fiat 500, 1939 Fiat 500, 1939 Fiat 500. (C1078)

**1939** Fiat 500 4-seater convertible de luxe, genuine mileage, 30,000 only, mint condition; first cost £540—Box 0405. (C1078)

**FIAT 1100** pillarless saloon, registered 1940, excellent condition, £375—Beadmore Service, 26, Queensway, Baywater, W.2. Baywater 0188. (C1015)

**1938** Fiat 500, very economical, original owner; £130—Bevington, Gallowbrook, St. Neots, Hunts. Tel. 38. 500s £45 or 265 other hours, 1937 Fiat 500, 1937 Fiat 500, 1937 Fiat 500. (C1078)

**MAYFAIR GARAGES, Ltd.**, aim to give the finest value possible in used Fiat cars, and always carry a very large selection in stock at competitive prices, below.  
**MAYFAIR GARAGES, Ltd.**—Fully reconditioned family car, 500 2nd series convertibles now available for immediate delivery with 3 months' guarantee; 2-seaters £255, 4-seaters £265, below.  
**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Oct. '39) 500 2nd series de luxe convertible coupe, maroon leather upholstery, 4-spoke wheels, new hood, very attractive car, in first-class mechanical condition; 3 months' guarantee. £365. (C1015)

**MAYFAIR GARAGES, Ltd.**—September, 1939, 500 2nd series fixed-head coupe, rear-wheel drive, silver and blue leather upholstery, very smart car with first-class road performance; 3 months' guarantee. £365. (C1015)

**MAYFAIR GARAGES, Ltd.**—1939 500 2nd series de luxe convertible coupe, maroon leather upholstery, 4-spoke wheels, new hood, very attractive car, in first-class mechanical condition; 3 months' guarantee. £365. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below.  
**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**MAYFAIR GARAGES, Ltd.**—1940 model (reg. Nov. '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, 4-spoke wheels, excellent car with good road performance; 3 months' guarantee. £365, below. (C1015)

**Fiat Spares and Service**  
**B.O.J. (ENGLAND), Ltd.**, offer exchange engines fitted same day, own engines reconditioned 7-10 days, new and used engine chassis and body parts, 83, Lowlands Rd., Harrow, Wey. 6028. (C1025)

**FORD (8 h.p.)**  
**W** HAROLD PERRY, Ltd., Invicta Works, 279, Balisade Lane, North Finchley, N.12. Tel. Hillside 4444. (C1006)

**1950** Ford Anglia saloon, colour black, 7,000 miles only, car as new.  
**1949** Ford Anglia choice of three cars, all colour black and all in perfect running order, very clean cars.  
**1948** Ford Anglia saloon, colour black, fitted reconditioned engine, brakes and steering overhauled, one owner, good condition throughout. THESE cars are available for demonstration any time, free purchase terms can be arranged. See us for details.  
**W** HAROLD PERRY, Ltd., Invicta Works, 279, Balisade Lane, North Finchley, N.12. Tel. Hillside 4444. (C1006)

**CHAR MART, Ltd.**  
**1950** Ford Anglia saloon, 4,000 miles; £755.  
**1949** Ford Anglia saloon, 13,000 miles; £595—Char Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (C1059)

**RAYMOND WAY**  
**RAYMOND WAY** of Kilburn.  
**RAYMOND WAY**, The Hire-purchase Specialists.  
**1936** Ford V model saloon, very attractive dual grey, recent new engine fitted, one owner only, supplied by ourselves in September, 1951; must be seen to be appreciated. £495.  
**HIRE-PURCHASE** terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 car under £400 to choose from.  
**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.4. Made Vaux 606, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 15) Bakerloo line. (C1047)

**PERRY'S OF HARROW**  
**HAVE** an excellent selection of post-war 8hp saloons available.  
**PHONE** Harrow 4282 for details.  
**W** HAROLD PERRY, Ltd., High Rd., Harrow Weald Middx. (Opp. Bus Depot.) 10069. (C1009)

**MONTROE MOTORS** offer—  
**1946** Ford Anglia, choice of 5, from £435.  
**MONTROE MOTORS** (W. H. Rowell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Bus. 1171-2. (C1006)

**H. A. SAUNDERS, Ltd.**, offer—  
**1949** Ford Anglia saloon, black with red interior, 21,300 miles; £545.  
**836** 442, High Rd., N.12. Hillside 0034. (C1027)

**W. J. BROWN, Ltd.**, Used Ford Specialists.  
**1948** (Oct.) Ford Anglia saloon, black; £485.  
**1947** (April) Ford Anglia saloon, black; £445.  
**W. J. BROWN, Ltd.**, Ford Main Dealers.  
**339**, Finchley Rd., N.W.3. Hampstead 4414. (3809)

**DAGENHAM MOTORS, Ltd.**, Ford Main Dealers.  
**1950** Ford Anglia saloon, black red, 2,000 miles; £475.  
**1950** Ford Anglia saloon, green, beige, 5,000 miles; £475.  
**1950** Ford Anglia saloon, beige/brown, 6,700 miles; £475.  
**1950** Ford Anglia saloon, green/brown, recent engine, 12,000 miles; £455; and many others.  
**56** Park Lane, W.1. Regent 4866; 571, Ealing Road, Apertion, Middx. Perivale 3585; and 8 and 12, Seaview Rd., Oxford, S.E.6. Hither Green 4621. (C1006)

**1947** Ford Anglia, new engine, fine condition; £435.  
**BRIDGE MOTORS**, Church St., Rickmansworth. Tel. Rickmansworth 2362. (C1025)

**1939** Ford 8, really excellent condition, choice of two, at £315.  
**G. P. (BALHAM), Ltd.**, 84a, Balham H.W. 8.12 (10) G.P.s. Clapham South Tube. Bath. 1107-8-9. (C1024)

**1949** Ford Anglia, June, 1949, immaculate condition; £505 or offer—Tel. Caterham 3701. (C1006)

**1949** Ford Anglia, black, very low mileage, one owner, excellent condition; £465.  
**J. CROFTON**, 100, South Circular Rd., South Croydon, Sanderstead 4260. (C1005)

**1947** Ford 4, perfect condition; £450—Herbert & Maish, Church Rd., Ashford, Middx. Tel. Ashford 2560. (C1003)

**1947** Ford Anglia, one owner reconditioned engine, recently fitted in excellent condition throughout; £440.  
**MAGDALEN MOTORS**, 511, Trinity Rd., Wandsworth, Wandsworth 5978. (C1009)

**1949** Ford Anglia, black, one owner, excellent condition; £445—Kingston 5342 or Elmbridge 7905 after 7 p.m. (C1006)

**1939** Ford 4 saloon, nice condition; £375; terms, exchange—K. & T. 543, Trinity Rd. S.W.15. Battersea 0509. (C1006)

**£675**—Ford Anglia saloon, 1949, black exterior with green upholstery, reconditioned engine fitted, guaranteed condition.  
**£525** with red upholstery, guaranteed condition.  
**FERRARIS** OF CHICKLEWOOD, Ltd., 200-220, E. Croydon Road, S.W.2. Glou. 2254. (C1006)

**1949** Anglia, 28,000, one owner, immaculate, any trial; £545—Gutwick Motors, Louthed Heath, Crawley, Sussex 1062. 19572. (C1006)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (10 h.p.)

**1949** Ford Anglia with 10hp engine, black, motor extra; £600.—Wembley Court Motors, High Rd., Wembley, Middlesex. (C2326)

**1939** Ford 8 de luxe saloon, in superb condition, taxed rear; £360.—Northwards Garage, Struss Cottage, N.W.1. Prime 1147. (C2326)

**1948** Ford Anglia, one owner, 4,000 miles since reconditioned motor fitted, excellent order, three months' guarantee; £465.

**C & W MOTORS LTD.**, Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

**1947** Ford 8 saloon, new engine, brakes and steering, excellent condition; £495.—Dunham & Haines, 46, Castle St., Luton 2100. (C1074)

**1950** Ford Anglia saloon, 5,400 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5598. (C1087)

**1949** Ford Anglia, 14,000 miles, large red leather, Tyron covers, spotless condition; £375.—Fred Tompkins Motors, Ltd., Ethel St., Northampton 2189. (C1096)

**595** saloon.—Ford Anglia, March 1950, spot saloon, black, red leatherette, one owner, carefully used, excellent condition, terms, exchanges.—Rowland Smith, below.

**445** saloon.—Ford Anglia, June 1949, spot saloon, black, red leather, excellent, taxed, terms, exchanges.—Rowland Smith, below.

**375** saloon.—Ford Anglia, 1948, spot saloon, black, red leather, very good, choice of 8 Anglia; terms, exchanges.—Rowland Smith, below.

**295** saloon, 8 July 1950, de luxe saloon, dark blue, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Ron and Smith, Hampstead (Hampton Tube), Hampstead 6041. (C10918)

**A. R. HUGHES, LTD.**, 290-292, Regent St., W.1. Tel. 8-14, 8-15, 8-16, 8-17, 8-18, 8-19, 8-20, 8-21, 8-22, 8-23, 8-24, 8-25, 8-26, 8-27, 8-28, 8-29, 8-30, 8-31, 8-32, 8-33, 8-34, 8-35, 8-36, 8-37, 8-38, 8-39, 8-40, 8-41, 8-42, 8-43, 8-44, 8-45, 8-46, 8-47, 8-48, 8-49, 8-50, 8-51, 8-52, 8-53, 8-54, 8-55, 8-56, 8-57, 8-58, 8-59, 8-60, 8-61, 8-62, 8-63, 8-64, 8-65, 8-66, 8-67, 8-68, 8-69, 8-70, 8-71, 8-72, 8-73, 8-74, 8-75, 8-76, 8-77, 8-78, 8-79, 8-80, 8-81, 8-82, 8-83, 8-84, 8-85, 8-86, 8-87, 8-88, 8-89, 8-90, 8-91, 8-92, 8-93, 8-94, 8-95, 8-96, 8-97, 8-98, 8-99, 8-100, 8-101, 8-102, 8-103, 8-104, 8-105, 8-106, 8-107, 8-108, 8-109, 8-110, 8-111, 8-112, 8-113, 8-114, 8-115, 8-116, 8-117, 8-118, 8-119, 8-120, 8-121, 8-122, 8-123, 8-124, 8-125, 8-126, 8-127, 8-128, 8-129, 8-130, 8-131, 8-132, 8-133, 8-134, 8-135, 8-136, 8-137, 8-138, 8-139, 8-140, 8-141, 8-142, 8-143, 8-144, 8-145, 8-146, 8-147, 8-148, 8-149, 8-150, 8-151, 8-152, 8-153, 8-154, 8-155, 8-156, 8-157, 8-158, 8-159, 8-160, 8-161, 8-162, 8-163, 8-164, 8-165, 8-166, 8-167, 8-168, 8-169, 8-170, 8-171, 8-172, 8-173, 8-174, 8-175, 8-176, 8-177, 8-178, 8-179, 8-180, 8-181, 8-182, 8-183, 8-184, 8-185, 8-186, 8-187, 8-188, 8-189, 8-190, 8-191, 8-192, 8-193, 8-194, 8-195, 8-196, 8-197, 8-198, 8-199, 8-200, 8-201, 8-202, 8-203, 8-204, 8-205, 8-206, 8-207, 8-208, 8-209, 8-210, 8-211, 8-212, 8-213, 8-214, 8-215, 8-216, 8-217, 8-218, 8-219, 8-220, 8-221, 8-222, 8-223, 8-224, 8-225, 8-226, 8-227, 8-228, 8-229, 8-230, 8-231, 8-232, 8-233, 8-234, 8-235, 8-236, 8-237, 8-238, 8-239, 8-240, 8-241, 8-242, 8-243, 8-244, 8-245, 8-246, 8-247, 8-248, 8-249, 8-250, 8-251, 8-252, 8-253, 8-254, 8-255, 8-256, 8-257, 8-258, 8-259, 8-260, 8-261, 8-262, 8-263, 8-264, 8-265, 8-266, 8-267, 8-268, 8-269, 8-270, 8-271, 8-272, 8-273, 8-274, 8-275, 8-276, 8-277, 8-278, 8-279, 8-280, 8-281, 8-282, 8-283, 8-284, 8-285, 8-286, 8-287, 8-288, 8-289, 8-290, 8-291, 8-292, 8-293, 8-294, 8-295, 8-296, 8-297, 8-298, 8-299, 8-300, 8-301, 8-302, 8-303, 8-304, 8-305, 8-306, 8-307, 8-308, 8-309, 8-310, 8-311, 8-312, 8-313, 8-314, 8-315, 8-316, 8-317, 8-318, 8-319, 8-320, 8-321, 8-322, 8-323, 8-324, 8-325, 8-326, 8-327, 8-328, 8-329, 8-330, 8-331, 8-332, 8-333, 8-334, 8-335, 8-336, 8-337, 8-338, 8-339, 8-340, 8-341, 8-342, 8-343, 8-344, 8-345, 8-346, 8-347, 8-348, 8-349, 8-350, 8-351, 8-352, 8-353, 8-354, 8-355, 8-356, 8-357, 8-358, 8-359, 8-360, 8-361, 8-362, 8-363, 8-364, 8-365, 8-366, 8-367, 8-368, 8-369, 8-370, 8-371, 8-372, 8-373, 8-374, 8-375, 8-376, 8-377, 8-378, 8-379, 8-380, 8-381, 8-382, 8-383, 8-384, 8-385, 8-386, 8-387, 8-388, 8-389, 8-390, 8-391, 8-392, 8-393, 8-394, 8-395, 8-396, 8-397, 8-398, 8-399, 8-400, 8-401, 8-402, 8-403, 8-404, 8-405, 8-406, 8-407, 8-408, 8-409, 8-410, 8-411, 8-412, 8-413, 8-414, 8-415, 8-416, 8-417, 8-418, 8-419, 8-420, 8-421, 8-422, 8-423, 8-424, 8-425, 8-426, 8-427, 8-428, 8-429, 8-430, 8-431, 8-432, 8-433, 8-434, 8-435, 8-436, 8-437, 8-438, 8-439, 8-440, 8-441, 8-442, 8-443, 8-444, 8-445, 8-446, 8-447, 8-448, 8-449, 8-450, 8-451, 8-452, 8-453, 8-454, 8-455, 8-456, 8-457, 8-458, 8-459, 8-460, 8-461, 8-462, 8-463, 8-464, 8-465, 8-466, 8-467, 8-468, 8-469, 8-470, 8-471, 8-472, 8-473, 8-474, 8-475, 8-476, 8-477, 8-478, 8-479, 8-480, 8-481, 8-482, 8-483, 8-484, 8-485, 8-486, 8-487, 8-488, 8-489, 8-490, 8-491, 8-492, 8-493, 8-494, 8-495, 8-496, 8-497, 8-498, 8-499, 8-500, 8-501, 8-502, 8-503, 8-504, 8-505, 8-506, 8-507, 8-508, 8-509, 8-510, 8-511, 8-512, 8-513, 8-514, 8-515, 8-516, 8-517, 8-518, 8-519, 8-520, 8-521, 8-522, 8-523, 8-524, 8-525, 8-526, 8-527, 8-528, 8-529, 8-530, 8-531, 8-532, 8-533, 8-534, 8-535, 8-536, 8-537, 8-538, 8-539, 8-540, 8-541, 8-542, 8-543, 8-544, 8-545, 8-546, 8-547, 8-548, 8-549, 8-550, 8-551, 8-552, 8-553, 8-554, 8-555, 8-556, 8-557, 8-558, 8-559, 8-560, 8-561, 8-562, 8-563, 8-564, 8-565, 8-566, 8-567, 8-568, 8-569, 8-570, 8-571, 8-572, 8-573, 8-574, 8-575, 8-576, 8-577, 8-578, 8-579, 8-580, 8-581, 8-582, 8-583, 8-584, 8-585, 8-586, 8-587, 8-588, 8-589, 8-590, 8-591, 8-592, 8-593, 8-594, 8-595, 8-596, 8-597, 8-598, 8-599, 8-600, 8-601, 8-602, 8-603, 8-604, 8-605, 8-606, 8-607, 8-608, 8-609, 8-610, 8-611, 8-612, 8-613, 8-614, 8-615, 8-616, 8-617, 8-618, 8-619, 8-620, 8-621, 8-622, 8-623, 8-624, 8-625, 8-626, 8-627, 8-628, 8-629, 8-630, 8-631, 8-632, 8-633, 8-634, 8-635, 8-636, 8-637, 8-638, 8-639, 8-640, 8-641, 8-642, 8-643, 8-644, 8-645, 8-646, 8-647, 8-648, 8-649, 8-650, 8-651, 8-652, 8-653, 8-654, 8-655, 8-656, 8-657, 8-658, 8-659, 8-660, 8-661, 8-662, 8-663, 8-664, 8-665, 8-666, 8-667, 8-668, 8-669, 8-670, 8-671, 8-672, 8-673, 8-674, 8-675, 8-676, 8-677, 8-678, 8-679, 8-680, 8-681, 8-682, 8-683, 8-684, 8-685, 8-686, 8-687, 8-688, 8-689, 8-690, 8-691, 8-692, 8-693, 8-694, 8-695, 8-696, 8-697, 8-698, 8-699, 8-700, 8-701, 8-702, 8-703, 8-704, 8-705, 8-706, 8-707, 8-708, 8-709, 8-710, 8-711, 8-712, 8-713, 8-714, 8-715, 8-716, 8-717, 8-718, 8-719, 8-720, 8-721, 8-722, 8-723, 8-724, 8-725, 8-726, 8-727, 8-728, 8-729, 8-730, 8-731, 8-732, 8-733, 8-734, 8-735, 8-736, 8-737, 8-738, 8-739, 8-740, 8-741, 8-742, 8-743, 8-744, 8-745, 8-746, 8-747, 8-748, 8-749, 8-750, 8-751, 8-752, 8-753, 8-754, 8-755, 8-756, 8-757, 8-758, 8-759, 8-760, 8-761, 8-762, 8-763, 8-764, 8-765, 8-766, 8-767, 8-768, 8-769, 8-770, 8-771, 8-772, 8-773, 8-774, 8-775, 8-776, 8-777, 8-778, 8-779, 8-780, 8-781, 8-782, 8-783, 8-784, 8-785, 8-786, 8-787, 8-788, 8-789, 8-790, 8-791, 8-792, 8-793, 8-794, 8-795, 8-796, 8-797, 8-798, 8-799, 8-800, 8-801, 8-802, 8-803, 8-804, 8-805, 8-806, 8-807, 8-808, 8-809, 8-810, 8-811, 8-812, 8-813, 8-814, 8-815, 8-816, 8-817, 8-818, 8-819, 8-820, 8-821, 8-822, 8-823, 8-824, 8-825, 8-826, 8-827, 8-828, 8-829, 8-830, 8-831, 8-832, 8-833, 8-834, 8-835, 8-836, 8-837, 8-838, 8-839, 8-840, 8-841, 8-842, 8-843, 8-844, 8-845, 8-846, 8-847, 8-848, 8-849, 8-850, 8-851, 8-852, 8-853, 8-854, 8-855, 8-856, 8-857, 8-858, 8-859, 8-860, 8-861, 8-862, 8-863, 8-864, 8-865, 8-866, 8-867, 8-868, 8-869, 8-870, 8-871, 8-872, 8-873, 8-874, 8-875, 8-876, 8-877, 8-878, 8-879, 8-880, 8-881, 8-882, 8-883, 8-884, 8-885, 8-886, 8-887, 8-888, 8-889, 8-890, 8-891, 8-892, 8-893, 8-894, 8-895, 8-896, 8-897, 8-898, 8-899, 8-900, 8-901, 8-902, 8-903, 8-904, 8-905, 8-906, 8-907, 8-908, 8-909, 8-910, 8-911, 8-912, 8-913, 8-914, 8-915, 8-916, 8-917, 8-918, 8-919, 8-920, 8-921, 8-922, 8-923, 8-924, 8-925, 8-926, 8-927, 8-928, 8-929, 8-930, 8-931, 8-932, 8-933, 8-934, 8-935, 8-936, 8-937, 8-938, 8-939, 8-940, 8-941, 8-942, 8-943, 8-944, 8-945, 8-946, 8-947, 8-948, 8-949, 8-950, 8-951, 8-952, 8-953, 8-954, 8-955, 8-956, 8-957, 8-958, 8-959, 8-960, 8-961, 8-962, 8-963, 8-964, 8-965, 8-966, 8-967, 8-968, 8-969, 8-970, 8-971, 8-972, 8-973, 8-974, 8-975, 8-976, 8-977, 8-978, 8-979, 8-980, 8-981, 8-982, 8-983, 8-984, 8-985, 8-986, 8-987, 8-988, 8-989, 8-990, 8-991, 8-992, 8-993, 8-994, 8-995, 8-996, 8-997, 8-998, 8-999, 9-000, 9-001, 9-002, 9-003, 9-004, 9-005, 9-006, 9-007, 9-008, 9-009, 9-010, 9-011, 9-012, 9-013, 9-014, 9-015, 9-016, 9-017, 9-018, 9-019, 9-020, 9-021, 9-022, 9-023, 9-024, 9-025, 9-026, 9-027, 9-028, 9-029, 9-030, 9-031, 9-032, 9-033, 9-034, 9-035, 9-036, 9-037, 9-038, 9-039, 9-040, 9-041, 9-042, 9-043, 9-044, 9-045, 9-046, 9-047, 9-048, 9-049, 9-050, 9-051, 9-052, 9-053, 9-054, 9-055, 9-056, 9-057, 9-058, 9-059, 9-060, 9-061, 9-062, 9-063, 9-064, 9-065, 9-066, 9-067, 9-068, 9-069, 9-070, 9-071, 9-072, 9-073, 9-074, 9-075, 9-076, 9-077, 9-078, 9-079, 9-080, 9-081, 9-082, 9-083, 9-084, 9-085, 9-086, 9-087, 9-088, 9-089, 9-090, 9-091, 9-092, 9-093, 9-094, 9-095, 9-096, 9-097, 9-098, 9-099, 9-100, 9-101, 9-102, 9-103, 9-104, 9-105, 9-106, 9-107, 9-108, 9-109, 9-110, 9-111, 9-112, 9-113, 9-114, 9-115, 9-116, 9-117, 9-118, 9-119, 9-120, 9-121, 9-122, 9-123, 9-124, 9-125, 9-126, 9-127, 9-128, 9-129, 9-130, 9-131, 9-132, 9-133, 9-134, 9-135, 9-136, 9-137, 9-138, 9-139, 9-140, 9-141, 9-142, 9-143, 9-144, 9-145, 9-146, 9-147, 9-148, 9-149, 9-150, 9-151, 9-152, 9-153, 9-154, 9-155, 9-156, 9-157, 9-158, 9-159, 9-160, 9-161, 9-162, 9-163, 9-164, 9-165, 9-166, 9-167, 9-168, 9-169, 9-170, 9-171, 9-172, 9-173, 9-174, 9-175, 9-176, 9-177, 9-178, 9-179, 9-180, 9-181, 9-182, 9-183, 9-184, 9-185, 9-186, 9-187, 9-188, 9-189, 9-190, 9-191, 9-192, 9-193, 9-194, 9-195, 9-196, 9-197, 9-198, 9-199, 9-200, 9-201, 9-202, 9-203, 9-204, 9-205, 9-206, 9-207, 9-208, 9-209, 9-210, 9-211, 9-212, 9-213, 9-214, 9-215, 9-216, 9-217, 9-218, 9-219, 9-220, 9-221, 9-222, 9-223, 9-224, 9-225, 9-226, 9-227, 9-228, 9-229, 9-230, 9-231, 9-232, 9-233, 9-234, 9-235, 9-236, 9-237, 9-238, 9-239, 9-240, 9-241, 9-242, 9-243, 9-244, 9-245, 9-246, 9-247, 9-248, 9-249, 9-250, 9-251, 9-252, 9-253, 9-254, 9-255, 9-256, 9-257, 9-258, 9-259, 9-260, 9-261, 9-262, 9-263, 9-264, 9-265, 9-266, 9-267, 9-268, 9-269, 9-270, 9-271, 9-272, 9-273, 9-274, 9-275, 9-276, 9-277, 9-278, 9-279, 9-280, 9-281, 9-282, 9-283, 9-284, 9-285, 9-286, 9-287, 9-288, 9-289, 9-290, 9-291, 9-292, 9-293, 9-294, 9-295, 9-296, 9-297, 9-298, 9-299, 9-300, 9-301, 9-302, 9-303, 9-304, 9-305, 9-306, 9-307, 9-308, 9-309, 9-310, 9-311, 9-312, 9-313, 9-314, 9-315, 9-316, 9-317, 9-318, 9-319, 9-320, 9-321, 9-322, 9-323, 9-324, 9-325, 9-326, 9-327, 9-328, 9-329, 9-330, 9-331, 9-332, 9-333, 9-334, 9-335, 9-336, 9-337, 9-338, 9-339, 9-340, 9-341, 9-342, 9-343, 9-344, 9-345, 9-346, 9-347, 9-348, 9-349, 9-350, 9-351, 9-352, 9-353, 9-354, 9-355, 9-356, 9-357, 9-358, 9-359, 9-360, 9-361, 9-362, 9-363, 9-364, 9-365, 9-366, 9-367, 9-368, 9-369, 9-370, 9-371, 9-372, 9-373, 9-374, 9-375, 9-376, 9-377, 9-378, 9-379, 9-380, 9-381, 9-382, 9-383, 9-384, 9-385, 9-386, 9-387, 9-388, 9-389, 9-390, 9-391, 9-392, 9-393, 9-394, 9-395, 9-396, 9-397, 9-398, 9-399, 9-400, 9-401, 9-402, 9-403, 9-404, 9-405, 9-406, 9-407, 9-408, 9-409, 9-410, 9-411, 9-412, 9-413, 9-414, 9-415, 9-416, 9-417, 9-418, 9-419, 9-420, 9-421, 9-422, 9-423, 9-424, 9-425, 9-426, 9-427, 9-428, 9-429, 9-430, 9-431, 9-432, 9-433, 9-434, 9-435, 9-436, 9-437, 9-438, 9-439, 9-440, 9-441, 9-442, 9-443, 9-444, 9-445, 9-446, 9-447, 9-448, 9-449, 9-450, 9-451, 9-452, 9-453, 9-454, 9-455, 9-456, 9-457, 9-458, 9-459, 9-460, 9-461, 9-462, 9-463, 9-464, 9-465, 9-466, 9-467, 9-468, 9-469, 9-470, 9-471, 9-472, 9-473, 9-474, 9-475, 9-476, 9-477, 9-478, 9-479, 9-480, 9-481, 9-482, 9-483, 9-484, 9-485, 9-486, 9-487, 9-488, 9-489, 9-490, 9-491, 9-492, 9-493, 9-494, 9-495, 9-496, 9-497, 9-498, 9-499, 9-500, 9-501, 9-502, 9-503, 9-504, 9-505, 9-506, 9-507, 9-508, 9-509, 9-510, 9-511, 9-512, 9-513, 9-514, 9-515, 9-516, 9-517, 9-518, 9-519, 9-520, 9-521, 9-522, 9-523, 9-524, 9-525, 9-526, 9-527, 9-528, 9-529, 9-530, 9-531, 9-532, 9-533, 9-534, 9-535, 9-536, 9-537, 9-538, 9-539, 9-540, 9-541, 9-542, 9-543, 9-544, 9-545, 9-546, 9-547, 9-548, 9-549, 9-550, 9-551, 9-552, 9-553, 9-554, 9-555, 9-556, 9-557, 9-558, 9-559, 9-560, 9-561, 9-562, 9-563, 9-564, 9-565, 9-566, 9-567, 9-568, 9-569, 9-570, 9-571, 9-572, 9-573, 9-574, 9-575, 9-576, 9-577, 9-578, 9-579, 9-580, 9-581, 9-582, 9-583, 9-584, 9-585, 9-586, 9-587, 9-588, 9-589, 9-590, 9-591, 9-592, 9-593, 9-594, 9-595, 9-596, 9-597, 9-598, 9-599, 9-600, 9-601, 9-602, 9-603, 9-604, 9-605, 9-606, 9-607, 9-608, 9-609, 9-610, 9-611, 9-612, 9-613, 9-614, 9-615, 9-616, 9-617, 9

FORD (V.8)

\_\_\_\_\_

\_\_\_\_\_

10

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN 10

**1949** Hillman Minx £775—Blue Star Garage, 617 Finchley Rd., N.W.3. Ham. 2254-6. [C1945]

**1949** Hillman Minx Mark III, heater, etc. as new. £740—Crashmore, 64, High St., Putney Bar. [C1962]

**1938** Hillman Minx 10hp saloon, beautiful condition throughout, taxed; £205—Richmond 5861. [C1944]

**1946** Minx saloon, £425—Potter & Richards, 58, Kinnerton St., Wilton Place, London, S.W.1. Slane 5424. [C1945]

**1947** Hillman Minx saloon, black, Rotoflex, covers, excellent condition, £595—12, Laurel Ave., Tuckersham. [C1957]

**1947** Hillman Minx black saloon, 19,000 miles, excellent condition, £525—51, Upper Brighton Rd., Worthing. [C1951]

**1947** Hillman Minx saloon, 1947, one owner, well maintained and in beautiful condition; taxed; £650—Tel. Haveron 0672. [C1962]

**1947** Hillman shooting brake, recently renovated, £545—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. [C1962]

**1949** Hillman Minx saloon, favr, 26,000 miles, £725—Friedland Park, 12, Holland Park, close to Underground, Park 5077. [C1916]

**1947** Hillman Minx saloon, in first-class order, excellent condition, £525—43, Chertsey Road, Gorse, Mayfair 6703, London. [C1917]

**1950** Phase IV Minx heater, radio, £695—Barnes Garage, 33, Finchley Rd., Ham. 2254-6. [C1912]

**1947** Hillman Minx 10hp saloon, grey with blue interior, 19,000 miles only, taxed to December, £525, or could be converted to r.h.d. at £560—C. Temple Fortune, Gorse, Gored. Speedwell 5408. [C1919]

**1947** Hillman Minx saloon, first-class condition, £625—S.W.19, Liberty 5456. [C1916]

**1949** (June) Hillman Minx saloon, grey, red leather, excellent condition; £645—Dobson, Ltd., Morris Agents, Staines, Middlesex, Tel. 901 [C1974]

**£295** Hillman Minx 10hp Minx de luxe saloon, 1949, excellent 17,000 miles, excellent condition, a very sound runner, offered at a most attractive price.

**£275** Phase III Minx saloon, February, 1949, 17,000 miles, in satin bronze with red leather, outstanding condition, nominal price, Hill car represents maximum value at the price.

**£275** Hillman Minx 10hp, Lake St., Leighton Buzzard, C. Beda, Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchangers. Free delivery anywhere in the United Kingdom. Pairs returned to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. Open 9.15-11.15 a.m.-6 p.m. [C1955]

**1949** Hillman Minx 10hp Phase IV saloon, 825, black, red leather, heater, one careful owner, good tires, exceptional condition; terms, exchange—Rowland Smith, below.

**1949** Hillman Minx, Sept. 1946, 10hp de luxe saloon, steel grey, sliding head, carefully used, excellent condition; terms, exchange—Rowland Smith, below.

**1949** Hillman Minx, June 1948, 10hp four-door de luxe drop head coupe, cream, green leather, excellent condition; terms, exchange; just open 9-7 week-days and Saturdays—Rowland Smith, Hampstead Tube, Hampstead 6041. [C1918]

**1950** Hillman Minx, export model, right-hand drive, excellent condition, colour pale blue, 15,000 genuine mileage, any trial or examination; £590—Tel. Cunningham 1191. [C1907]

**1935** Hillman 10 saloon, very nice car, recently taxed, engine fitted recently; cheap at £149, or £160 dep.—C. & S. Motors, Ltd., Dudden Hill, Lane, London, Gladsome 6659-6. [C1964]

**1938/9** Hillman Minx four-door drop head coupe, resplendent black with blue leather upholstery, a showstopper; £2,000 or 60 very easy hire purchase terms.

**KING'S MOTORS**, 722-727, High Rd., Seven Kings, E. Essex, Tel. Seven Kings 5326 and 5327. Open week-days, 9 a.m. to 7.30 p.m. [C1948]

**1947** (late) Hillman Minx drop head coupe, in truly magnificent condition, £100 extra fitted, tyres as new, new battery, £575—Temple Cars, 135, Burton Rd., London, E.10. [C1916]

**1947** Hillman Minx drop head, finished in grey with blue interior, this car has been serviced regularly and is in first-class condition, a true bargain with conviction for that it is indeed a lovely car and a bargain at £585—Grove Garage & Motors, 222, Fane St. Euston, N.1. Tel. 4162. [C1942]

## HILLMAN 14

**1938** Hillman 14 saloon, in superb condition throughout, any inspection or trial; £395—Weather Court Motors, High Rd., Wembley 4, Wembley 0366. [C1950]

**1935** Hillman 14, June 1935, de luxe 4-door de luxe saloon, black leather, maroon leather, carefully used, excellent condition; terms, exchange; just open 9-7 week-days and Saturdays—Rowland Smith, Hampstead Tube, Hampstead 6041. [C1918]

## HILLMAN MISCELLANEOUS

**TANKARD & SMITH, Ltd.**, offer the choice of many Hillman cars, from 1935 to 1950, from their stock of over 200 used cars, all subject to 5 months' written guarantee—158, King's Rd., S.W.3. Tel. Plax 491-7. [C1945]

## Hillman Cars Wanted

**C. M. THE CAR MART, Ltd.**, wish to purchase Hillman cars, 150, Park Lane, W.1. Grosvenor 5311. [C1971]

## Hillman Cars Wanted

**R. ROOTES, Ltd.**, [C1945]

**DISTRIBUTORS.** [C1945]

**REQUIRE modern low-mileage Hillman cars.** [C1945]

**BIRMINGHAM—Lower Temple St. (Central 8411).** [C1945]

**MANCHESTER—129, Denegate. (Blackfriars 6677).** [C1945]

**MAIDSTONE—(Maidstone 3333.)** [C1945]

**CANTERBURY—(Canterbury 3252.)** [C1945]

**CHESTER—(Chatham 2331.)** [C1945]

**ROTHAM Heath—(Borough Green 4.)** [C1945]

**ROOTES, Ltd. Devonshire House, Piccadilly, W.1. Tel. Grosvenor 401.** [C1945]

**ROWLAND SMITHS, the Hillman buyers—Hampstead High St. (dampened Tube). Ham. 6041.** [C1945]

**PHENIX MOTOR CO. (SURREY) Ltd. High St. Sutton, Surrey. Vickers 1121.** [C1945]

**LATEST new Hillman Minx required; cash payment.** [C1945]

**A—Morley 54, Streatham Hill, S.W.2. Tulse Hill 4465.** [C1945]

**ADMONS, of Barking, purchase for cash post-war Hillman cars—105-7, Lombard Rd., Barking. Tel. Ruppaway 1255.** [C1945]

**CAMDEN MOTORS** urgently require 1939-40 Hillman saloons and drop head coupes; particulars and price required to— [C1945]

**C. Beda, Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchangers. Free delivery anywhere in the United Kingdom. Pairs returned to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. Open 9.15-11.15 a.m.-6 p.m. [C1955]**

**1949** Hillman Minx 10hp Phase IV saloon, 825, black, red leather, heater, one careful owner, good tires, exceptional condition; terms, exchange—Rowland Smith, below.

**1949** Hillman Minx, Sept. 1946, 10hp de luxe saloon, steel grey, sliding head, carefully used, excellent condition; terms, exchange—Rowland Smith, below.

**1949** Hillman Minx, June 1948, 10hp four-door de luxe drop head coupe, cream, green leather, excellent condition; terms, exchange; just open 9-7 week-days and Saturdays—Rowland Smith, Hampstead Tube, Hampstead 6041. [C1918]

**1950** Hillman Minx, export model, right-hand drive, excellent condition, colour pale blue, 15,000 genuine mileage, any trial or examination; £590—Tel. Cunningham 1191. [C1907]

**1935** Hillman 10 saloon, very nice car, recently taxed, engine fitted recently; cheap at £149, or £160 dep.—C. & S. Motors, Ltd., Dudden Hill, Lane, London, Gladsome 6659-6. [C1964]

**1938/9** Hillman Minx four-door drop head coupe, resplendent black with blue leather upholstery, a showstopper; £2,000 or 60 very easy hire purchase terms.

**KING'S MOTORS**, 722-727, High Rd., Seven Kings, E. Essex, Tel. Seven Kings 5326 and 5327. Open week-days, 9 a.m. to 7.30 p.m. [C1948]

**1947** (late) Hillman Minx drop head coupe, in truly magnificent condition, £100 extra fitted, tyres as new, new battery, £575—Temple Cars, 135, Burton Rd., London, E.10. [C1916]

**1947** Hillman Minx drop head, finished in grey with blue interior, this car has been serviced regularly and is in first-class condition, a true bargain with conviction for that it is indeed a lovely car and a bargain at £585—Grove Garage & Motors, 222, Fane St. Euston, N.1. Tel. 4162. [C1942]

## HOTCHKISS

**HAROLD RADFORD & Co., Ltd.**, Sole commissionaires. [C1945]

**1951** (1950 show model) Hotchkiss 9-litre Anjou saloon, colour grey with red leather upholstery, fitted with radio, heater, demister and Colla electric gear box, speedometer reading 17,000 miles, in excellent condition throughout. [C1945]

**SALES and Service.** [C1945]

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C1945]

**CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars."** [C1946]

**£495** 10hp 4-seater cabriolet; this vehicle is magnificent and capable of well over 60mph and late owner alleges it is the most expensive of the French small cars with torsion bar suspension and aluminium bodywork, this vehicle may be seen to be appreciated; 3 months' guarantee; hire purchase, exchanges. [C1945]

**LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221.** [C1945]

## Hotchkiss Spares and Service

**HOTCHKISS spares and service—Harold Radford & Co., Ltd., sole commissionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines).** [C1915]

## H.R.G.

**HAROLD RADFORD & Co., Ltd.**, Sole distributors for London and Home Counties, offer— [C1945]

**NEW and unused H.R.G. cars available for early delivery.** [C1945]

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C1947]

## H.R.G. Spares and Service

**CHARLES FOLLETT, Ltd.**, have a large stock of SHOWROOMS: 18, Berkeley St., W.1. May 6266. [C1945]

**SPARE parts.** [C1945]

**SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8.** [C1954]

## HUDSON

**GUY ALFREDS & Co. offer—** [C1945]

**1938** Hudson drop head four-door coupe, in post-war condition, £677, Warren St., W.1. Brixton 5266. [C1916]

**BLUE STAR GARAGES, Ltd., offer—** [C1945]

**1947** model Hudson Commodore Eight fixed head coupe, finished polychromatic grey, fitted radio and taxed year, £754—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C1945]

**DICKS CAR SALES, The Hudson Specialists offer—** [C1945]

**1939** (September) Hudson 23 saloon, special Country Club model, £525—Below. [C1945]

**1938** Hudson 17 saloon, fitted reconditioned engine, £450. [C1945]

**DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, N.4. Maida Vale 668-9.** [C1972]

**CLASS'S MOTOR MART—1938 Hudson 22 saloon, reconditioned throughout, offers excellent value, guaranteed—3, Warren St., W.1. Brixton 5210. [C1940]**

**WALTER SCOTT, Ltd.—June 1938 Hudson Terraplane, black, 47,000 miles, one owner, bargain, £295, terms, exchange—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Pri. 5914. [C1906]**

**SIMMONS'S MOTORS (WEMBLEY), Ltd., require Hudsons (1937 onwards)—Wembley 9691/9305. [C1945]**

## Hudson Spares and Service

**DISMANTLING Hudsons 1939 1700, 1947 22hp and 1954 17—Motoprima, Welshpool, Tel. Oswestry 489. [C1945]**

**SPINKS (TUCKERHAM), Ltd., the Hudson specialists, tributors for Hudson reconditioned engines, spares and service, quote chassis number 455-101, Heath Rd., Tuckersham, Tel. Pinner 1055-6-7. Telephone Spinks, Tuckersham. [C1964]**

## HUMBER

**PRIDE & CLARKE, Ltd.** [C1945]

**£429—1947** Humber Snipe 17.9 saloon, black, leather, one owner, excellent condition, choice of two. [C1945]

**THREE months' guarantee; terms, exchange, lists—158, Stockwell Rd., S.W.3. Brixton 6251. [C1951]**

**BROOKLANDS.** [C1945]

**1949** Humber Super Snipe, choice of two, £1,175. [C1945]

**103—New Bond St., London, W.1. Mayfair 8351-6. [C1945]**

**CIAR MART, Ltd.** [C1945]

**1950** Humber Super Snipe saloon, heater, 11,000 miles, £1,195—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1945]

**B. J. HUNTER, Ltd. offer—** [C1945]

**1950** series Humber Hawk saloon, fitted radio, heater, etc., a one owner, super-ative condition, £1,125. [C1945]

**B. J. HUNTER, Ltd. 22, Cricklewood Broadway, N.W.2. Tel. Gladsome 6303. [C1945]**

**WARWICK WRIGHT offer—** [C1945]

**1950** Humber Hawk 16hp saloon, black, brown leather, 3,000 miles; to-day's price, £1,265. [C1945]

**1950** Humber Super Snipe Mark III saloon, grey, leather, 12,000 miles, very good mechanical condition, taxed to December; £1,775. [C1945]

**GARAGE SERVICE CO. Ltd. 1061, Finchley Rd., Temple Fortune, N.10. [C1945]**

**PHENIX MOTOR CO. (SURREY), Ltd., offer—** [C1945]

**1950** (Nov.) Humber Hawk Mark IV saloon, black, brown leather, 3,000 miles; to-day's price, £1,265. [C1945]

**1950** Humber Super Snipe 5-seater touring limousine, grey, grey leather, moderate mileage, fitted extras; a similar new model £1,745, our price £1,175. [C1945]

**PHENIX MOTOR Company (SURREY), Limited, Sutton, Surrey. Vickers 1121. [C1945]**

**MERES & MERES, Ltd. (Est. 1805), offer—** [C1945]

**1935** Humber 12hp Coupe saloon, ivory and black, maroon hide upholstery, disc wheels, extras, original condition, well above average; £395—The Broadway, Mill Hill, N.W.7. Tel. Mill 3040. [C1912]

**1951** (Nov., '50) Humber Hawk 16hp saloon—Ernest Sutton, Tel. Regate 4. [C1945]

**1937** Humber 12 saloon, very good mechanical condition, taxed to December; £1,775. [C1945]

**GARAGE SERVICE CO. Ltd. 1061, Finchley Rd., Temple Fortune, N.10. [C1945]**

**LAMBER Hawk, June 1950, excellent condition, radio, heater, excellent value, reasonable price—Write Box 0524. [C1955]**

**1950** Humber Super Snipe Tickford coupe, silver and black, red leather, radio, heater, one owner, ex. cond. [C1945]

**1947** Humber Pullman lim., one owner, radio, heater, 25,000 miles, exact cond. [C1945]

**TUCKFORD, Ltd. 5, Upper St. Martin's Lane, W.C.2. [C1945]**

**1950** Humber Snipe, 14,000 miles; £1,495; terms arranged—Holmes & McCarthy, Palmers Garage, 631. [C1945]

**RECONDITIONED Super Snipe chassis 1948 model, new body fitted, needs spraying and completing, drive away, £550. [C1945]**

**R. J. Grimes Ltd., Hadfield Garage, Maspit Lane, C. Clouder, Surrey, Updown 3637. [C1957]**

**1950** Humber Super Snipe saloon, black exterior, brown leather upholstery, heater, chauffeur maintained since new; £1,150. [C1945]

**FINCHLEY OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Gl. 224. [C1945]**

**1949** Humber Snipe saloon, June 1949, new condition, 19,000 miles, private owner, £1,050—W.1. [C1945]

**1949** Humber Snipe saloon, June 1949, new condition, 19,000 miles, private owner, £1,050—W.1. [C1945]







**JAGUAR**

**1949** Jowett Javelin saloon, 12,000 miles. £875.  
Car Mvt. Ltd., 150, Park Lane, W.1. Gross-  
reg. 3434. 1C1039



**W** E specialise in spares and repairs for all models of  
M.G. cars.  
**W** JACOBS & SON Mill Orange, Chigwell Rd.  
South Woodford, E.18. Wanstead 0660. 10486





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS OXFORD

## CAR MART, Ltd.

**1950** Morris Oxford saloon, heater, 10,000 miles; £295

**1950** Morris Oxford saloon, heater, 15,000 miles; £295. —Car Mart, Ltd., 150, Park Lane, W.1. (C1039)

## W. JONES &amp; SONS, Ltd.

**1949** (May) Morris Oxford saloon, maroon, beige leather, 19,000 miles, fitted heater, immaculate condition, taxed for 1952, bargain, £745.—Jones Bros, Regis 2166.

**1949** (Nov.) Morris Oxford saloon, maroon, beige upholstery, one owner, £635.

**W. J. BROWN, Ltd.**, established over 30 years.

**339** Finchley Rd., N.W.3. Hampstead 4414. (3510)

**1949** Morris Oxford saloon, beige leather, 22,000 miles, excellent condition, £910.—John Trigg, Ltd., Esler 1254. (C4055)

**1950** Morris Oxford saloon, genuine 10,000 miles, £290.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C2026)

**1950** Morris Oxford, small mileage, one owner, excellent condition, £795, 5 months guarantee, terms and exchange.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Piggy Rd., Burnsey, Moultrie 5228 and 5774. (C4054)

**1950** (June) Morris Oxford, fitted 2 spot lights, screen spray, heater, covers, £325.—Cranmore, 68, Blith Street, Regis 2040. (C1060)

**1950** Morris Oxford, black/brown, heater, immaculate, £795.—H. A. Saunders, Ltd., 144, Chesham Green Rd., N.W.11. Speedwell 9311. (C4004)

**1949** (June) Morris Oxford saloon, maroon/beige leather, one owner, fitted heater, speedometer, 10,000 miles, £295.—J. H. Campbell, 415, Holloway Rd., N.7. Tel. 4441. (C1076)

**1949** (Aug.) Morris Oxford saloon, absolutely immaculate, 5 new tyres and battery, genuine mileage 16,000, heater, bargain, £710.—26, First Avenue, Waltham, Tel. 1501. (C4030)

**1949** Morris Oxford saloon, maroon, new tyres, used, new battery, new starter, just bought, 19,000 miles, £299.—Burrell St. Ann's Rd., Faversham, Kent. Fax 2nd. (3535)

**TANKARD & SMITH, Ltd.**, offer 1949 Morris Oxford saloon, in immaculate condition, speedometer reading 17,000 miles, which is believed quite genuine, immaculate condition throughout, £365, three months' written guarantee, also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Faxman 4801-3. (C4086)

## Morris Oxford Cars Wanted

## C

## M

**THE CAR MART, Ltd.**, wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. (C1071)

**ROWLAND SMITH'S**, the Morris buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

**WANTED**, low mileage Morris Oxford saloons, immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Tel. 1149. (W4052)

## MORRIS SIX

## CAR MART, Ltd.

**1950** Morris Six saloon, 6,000 miles, £1,025.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1,125. (C1038)

## ARTHUR MULLINER, Ltd. offer:—

**1950** Morris Six saloon, first registered 9.2.50, one year with brown leather upholstery, one owner, 10,000 miles only, in immaculate condition throughout, it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable six months' guarantee.

**ARTHUR MULLINER, Ltd.**, Bridge St., Northampton, Tel. 997. (C5019)

**1950** Morris Six saloon, perfect order, £650; terms arranged.—Below

**1950** (November), 51 features, Morris Six saloon, definitely as new, £950, terms arranged.—Holmes & McCarthy, Palmers Green 6851. (C4056)

**1950** Morris Six, green, green upholstery, 10,000 miles, fitted heater.

**WILCOX (SLOUGH), Ltd.**, Morris House, Chandos St., Slough, Tel. 21429. (C5001)

**1950** Morris Six, green, green upholstery, 10,000 miles, leather upholstery, £950.—Mitchell, T. High Rd., S.W.12. Batham 2254. (3795)

**MORRIS SIX**, 1950, maroon, genuine 10,000 miles, used, heater, radio, etc., in superb condition, run as second car, £795.—Fairlands 7610. (C4021)

**1950** Morris Six saloon, radio, heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St., Martin Lane, W.C.2. Temple Bar 3508. (C1027)

**OPPORTUNITY!!!**—1950 (July) Morris Six de luxe saloon, fitted heater, one owner, in superb condition throughout, at bargain price, £650.—A.Z. Motors, Palmerston Rd., N.W.3. Green 1721. (C4022)

**WALTER SCOTT, Ltd.**—Morris Six, October 1949 black, heater, radio, low mileage, spare unused as new, £795; terms, exchange, Collier & Co., 10, Hampstead, N.W.3. Green 1721. (C4022)

**TANKARD & SMITH, Ltd.**, offer 1950 Morris Six saloon, in grey with brown leather, one fastidious owner since new, genuine 10,000 miles only, unexposed and in original condition throughout, £795, three months' written guarantee, also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Faxman 4801-3. (C4086)

## Morris Six Cars Wanted

## C

## M

**THE CAR MART, Ltd.**, wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454. (C1071)

## MORRIS MISCELLANEOUS

**TANKARD & SMITH, Ltd.**, offer the choice of many Morris Six, 10s and 12s from their vast stock of over 200 cars, all subject to three months' written guarantee.—196, Kings Rd., S.W.3. Tel. Fax. 4801-3. (C1079)

## Morris Miscellaneous Cars Wanted

## R

## S

**ROWLAND SMITH'S**, the Morris buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (C1070)

**ROWLAND SMITH'S**, 56, Chalk Farm Rd., N.W.1. Gul. 2767. (C1024)

**CASH** immediately for good Morris.—H. F. Edwards, 26, Upper High St., Epsom 5400. (W4021)

**MARSTON MOTOR Co.**, for your Morris.—Tel. Sta. M. 6000, Seven Sisters Rd., Tottenham, N.15.

**HATTONS**, of Lord St., Southport, will buy Morris 1935 to 1950, 5 to 14hp, in condition above average. (C1096)

## Morris Spares and Service

**WEST LONDON**—Rogers Garage, repairs and service, stockists, New addn., Wellesley Ave., Paddington Rd., W.6. Riverside 2644-5. Old and new friends welcome. (R5054)

**MORRIS** 8 owners take advantage of our comprehensive stock of spare parts and replacement units, price list on application.—Fairley's, Morris 8 Specialists, John St., Sheldale, Tel. 3491. (C1085)

## OLDSMOBILE

## SIMPSON'S MOTORS, offer:—

**1949** Oldsmobile, all extras, lower covers, black Oldsmobile, (SIMPSON'S MOTORS, Wembley, Ltd., American Car Specialists), Wembley 8691/5903. (C4015)

**DISTRIBUTORS (RAWLINS), Ltd.**, Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey Tel. 10115. (C1015)

**1938** 6-cyl. Oldsmobile car chassis, fitted with box chassis can be used with any engine, very strong mechanically sound and of first-class appearance, price £395.

**DISTRIBUTORS (RAWLINS), Ltd.**, Blindley Heath, nr. Lingfield, Surrey. (C1015)

**1949** Oldsmobile hydraulic de luxe saloon, left hand drive, 12,000 miles, many extras, £1,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4571. (C1037)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**1938** Oldsmobile 6-cyl. saloon, recollimated black, re-gummed tyres, brown leather, many extras, chromium-plated, thoroughly overhauled, six good tyres, fully serviced and taxed end of year, immaculate condition, make first-class hire car.—Annoy Old, Chope Gate, Middlesex, Yorks. (3705)

**£1395**—Oldsmobile Six, Series 86, super de luxe touring saloon, 1940 model, hydramatic drive, 6-seater bodywork, ultra-modern frontal appearance, immaculate, 12,000 miles, superb, radio, air conditioning, defroster, demister, performance and mechanical condition absolutely faultless, nominal mileage, £1,395.—Annoy Old, Chope Gate, Middlesex, Yorks. (3705)

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, Part exchange. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. Open Whit Monday 10 a.m. to 6 p.m. (C1055)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Les Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5620). Service Workshop and Spares Parts, 7, Pennington Villas, nr. Westborough Grove, W.11. (Bayswater 6645-7). (C1057)

## PACKARD

**PACKARD 8 1936**, recollimated, rechromed, in showroom condition, taxed to December, £400, or offer, W. Edwards, Brimsdown, Enfield, Tel. Howard 1133. After 6 p.m. Howard 3225. (3670)

**£225**—Packard d.h. coupe, 26hp, just had re-chrome, re-chrome, also recollimated, 2000 miles, 4 new Dunlops and new battery.—Elliot, King, 14a, Pentridge Road, Maitland, W.11. (3771)

**£1295**—Packard Clipper 6-seater 4-door saloon, 1947 model, overdrive, etc., very strong body lines with a coupe back similar to later production model, 'new look' mouth-organ front, whole car immaculately finished in latest American shade of metallic maroon, special leather upholstery, luxuriously equipped with every conceivable extra.

**MARDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, Part exchange. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. Open Whit Monday 10 a.m. to 6 p.m. (C1055)

**PACKARD CARS WANTED**, Ltd., require Packards 1937 onwards.—Wembley 8691/5903. (C4015)

**ROWLAND SMITH'S**, the Packard buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

**LEONARD WILLIAMS & Co.** (1940), Ltd., Packard Specialists, Concessionaires, Great West Rd., Brentford, Middlesex, Ealing 3400. (C1041)

**JOE THOMPSON (MOTORS), Ltd.**, Packard specialists, 97, Fulham Rd. (next door to Michelin), Kensington, Tel. 3491. (C1041)

**7-SEATERS** private 1937/8/9 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair—281. (W1029)

**PACKARD SPARES AND SERVICE**, Ltd., require Packards 1937 onwards.—Wembley 8691/5903. (C4015)

**JOE THOMPSON (MOTORS), Ltd.**, Packard specialists, 97, Fulham Rd. (next door to Michelin), Kensington, Tel. 3491. (C1041)

**LEONARD WILLIAMS & Co.** (1940), Ltd., Packard Specialists, Concessionaires, Great West Rd., Brentford, Middlesex, Ealing 3400. (C1041)

## PLYMOUTH

**SIMPSON'S MOTORS** offer:—

**1950** (first registered) Plymouth coupe, all extras, light green. (C1015)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 8691/5903. (C4015)

**£1095**—1948 model, latest type full mouth-organ front, super streamlined bodywork, immaculate maroon finish with upholstery in two shades of grey, all new extra, radio, heater, screenwash, etc., new Whitehall tyres, exceptional order throughout.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, Part exchange. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. Open Whit Monday 10 a.m. to 6 p.m. (C1055)

**PONTIAC**—SIMPSON'S MOTORS offer:—

**1949**—36 Pontiac hydraulic drive, all extras, light green. (C1015)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 8691/5903. (C4015)

**GUY ALFREDS & Co.** offer:—

**1939** Pontiac small 6 saloon, reconditioned engine, £360 spent on this vehicle during 1951, 5,000 miles, all new tyres in 1952 condition throughout, 4-7, Warren St., W.1. Euston 3265. (C1005)

**£1295**—1948 model, latest type full mouth-organ front, super streamlined bodywork, seat covers, radio, heater, car cover, also 18,000 very careful miles.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, Part exchange. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. Open Whit Monday 10 a.m. to 6 p.m. (C1055)

**Pontiac Cars Wanted**, SIMPSON'S MOTORS (WEMBLEY), Ltd., require Pontiacs 1937 onwards.—Wembley 8691/5903. (C4015)

**Pontiac Spares and Service**, Ltd., require Pontiacs 1937 onwards.—Wembley 8691/5903. (C4015)

**FOR Pontiacs** spares and Pontiac service, U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Fulham Place, Chelsea, London, S.W.3. Tel. Faxman 7752-4. (C1041)

**GOLD** distributors Great Britain for Pontiac cars and Pontiac parts. (C1071)

**Porsche Spares and Service**, Ltd., require Porsches 1937 onwards.—Wembley 8691/5903. (C4015)

**COLBORNE GARAGE, Ltd.**, Ripley, Surrey, the Vellington people, carry out service repairs, etc., for the Porsche, Tel. Ripley 2361. (10629)

## RACING CARS

**TRIANGLE** Skimmer, one owner, condition complete with twin wheels and self-towing attachment, £275.—Derricourt, Bay Tree House, Aldridge, Staffs. (17716)

**1950** Cooper racing car 500cc, Jap engine, many spares, perfect condition, £400, or offer, Ship saloon car.—Whittington, Ropley, near Grantham, Lincs. (17906)

**COPPERS GARAGE (SURREY) Ltd.**, of Surrey, Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. (10621)

## RAILTON

**HAROLD RADFORD & Co., Ltd.**

**1946** (first registered July) Railton fourseater drov head coupe, 26 hp, speedometer reading 15,500 miles, complete mechanical, fitted with new hood and tonneau cover, radio, heater and 4-cyl. colour black, in virtually new condition.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (15467)

**MAJOR J. P. S. BARBER**, 65, Linden Gardens, W.2 Bayswater 7753, all models available and wanted.

**IMMACULATE** and mechanically perfect sports coupe, after grey body, black wheels, £400 overall repair, Exham, Surrey, 25. (3714)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Riley Cars Wanted**  
**POST-WAR RILEY**, 1½ and 2½-litre saloons wanted immediately.—**WHEAT (SOUTH)**, Ltd., Morris House, Chandon St., Slough, Tel. 21429. (W452)  
**MOTORISTS (LONDON)**, Ltd. are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. (0708)  
**ROBERTLY** required.—low-mileage 1947 50 Riley 1½ or 2-litre saloon.—**Gibbons Sports Cars (Christchurch)**, Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1621. (1961)

**Riley Spares and Service**  
**BOON & PORTER, Ltd.**  
**RILEY** distributors.—Spares and specialised service.—**A. Cavellings, Barnes, S.W.15**. Riverside 4444. By Hammersmith Bridge. (0147)  
**A ROOT ENGINEERING, Ltd.**  
**A ROOT ENGINEERING, Ltd.**—Preslector gear boxes. A. exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7201. (0258)  
**READING**—Hewens Garages, Ltd., for Riley spares and service.—Tel. 4456. (0209)  
**PRESECTOR** gear boxes.—**H. & A. Engineering**, 35, Grant Rd., Addiscombe 2931. (0246)

**HARTLEY'S** for Riley spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest 5444. (0244-5)  
**ROXIE MOTORS, Ltd.** of Henley-on-Thames for specialised Riley service; cars collected and delivered by arrangement.—Tel. 242. (0278)  
**SQUER NEATE**, Sharnhurst Lane, Botley, Southampton. specialised Riley spares, large stocks of spares; prompt attention required to Botley 132. (0066)  
**J. JAMES (LONDON)**, Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—**Carriers Lane**, Highgate Rd., London, N.W.3. Gai 2481. (0450)

**RILEY** distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your cheque for complete circular by specialists.—**Moss's Agencies Ltd.**, High St., Lymington Spa, Tel. 67/8556

## ROLLS-ROYCE

**P. B. LTD.**  
**1937** delivery Rolls-Royce 30hp Hooper sports saloon.  
**1937** delivery Rolls-Royce 30hp James Young sports saloon with division.  
**PADDON BROS., Ltd.**, 60, Cheval Place, S.W.7. Ken. 9477. (C3055)

**C. CAR MART, Ltd.**  
**1938** Rolls-Royce 20-30hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear. 42,250.  
**C. CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. (C1059)

**H. OFFMANN GARAGE, Ltd.**  
**HUDDESFIELD ROAD.**  
**HALIFAX.**

**GREAT BRITAIN'S** leading specialists in Rolls-Royce and Bentley cars.  
**PROUD** members of the Swain Group.  
**A National Motoring Organisation.**

**1948** Rolls-Royce Silver Wraith saloon by Park Ward, black.—Ref. H.960119.  
**1936** Rolls-Royce 25.50 saloon with division by Barker, black with brown leather.—Ref. H.7891.  
**1936** Rolls-Royce Phantom III limousine by Winfield, brown, black with lawn cloth and black leather.—Ref. H.7854.

**L** cars carry our unique 6 months' guarantee, unless otherwise stated at time of purchase. Please write or phone for details to—  
**H. OFFMANN GARAGE, Ltd.**

**HUDDESFIELD ROAD.**  
**HALIFAX, Yorkshire.**

**TEL:** Halifax 5944. (C2037)

**RIPPON**  
**RIPPON**  
**RIPPON BROS., Ltd.**

**THE** Leading Northern Rolls-Royce Distributors  
 Hooper touring limousine, black and cream with beige leather upholstery.  
**1937** 30hp 4-door four-coupled saloon, by Hooper, blue with beige leather upholstery.  
**1936** 30hp Rolls-Royce saloon, by Park Ward, black with beige leather upholstery.  
**1936** (Nov.) 30hp touring limousine, by Rippon.

**PHONE**, call or write for further particulars; demonstrations arranged without obligation.  
**RIPPON BROS., Ltd.**, Huddersfield 6540 (5 lines). Also at Bradford, Leeds and Sheffield. (0905)  
**MARSHALL.**

**1929** Rolls-Royce 20.22 owner-driver by Hooper; 42,250.  
**MARSHALL**, 365, St. Albans Rd., Watford, Tel. 2569. (19615)  
**J. GARTON 2569.**

**RUSSELL MOTORS** offer—  
**25-30** Rolls-Royce owner driver saloon with boot, exceptional car.  
**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1, Tel. Sloane 9598. (C3060)

## ROLLS-ROYCE

**J. B. JACK BARCLAY, Ltd.**  
**LARGEST** official retailers of Rolls-Royce and Bentley. Stock list of used models on request to—**12-13**, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.  
**J. B. JACK BARCLAY, Ltd.** (0005)

**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

**J. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)  
**R. C. MORTLAKE** offers—  
**1935** 25hp Rolls-Royce Freestone & Webb sedan owner driver saloon with boot; also  
**25-30** 25hp Mayfair owner driver saloon with boot, faultless.  
**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 3604. (C3017)

## ROLLS-ROYCE

**H. M. BENTLEY & PARTNERS, Ltd.**  
**1939** Rolls-Royce Wraith limousine by Messrs. Park Ward, Ltd., finished in black and dark blue with beige leather interior, 10,550 miles only.  
**9** Abernethy St., London, W.1. Tel. Grosvenor 5551. (C1018)

**SEATER** Rolls-Royce, taxed for the year, sedan body in excellent condition. 4225.—**Apply**, 29, The Colonnade, Russell Square, W.C.1. Terminus 9184. (5090)

**1932** 20.25 Rolls-Royce 7-seater, coachwork and chassis excellent, nearly new tyres, cheapest since war; 4260.—**Scott-Moncrieff**, Baskford Hall, Leek, Staffs. (2592)

**£225**—1926 40/50 Rolls-Royce Barker limousine, one private owner, original condition.—**W. Rivers**, 6677-8. (C2043)

**GURNEY** Nutting Continental coupé 25hp, perfect condition, all new tyres. Are dies, Marston Lubric. 10,000 miles since major overhaul in July, 1

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Rolls-Royce Cars Wanted

**S**ERIOUS demand is urgent.

**OWNERS** who have Rolls-Royce cars for disposal are invited to communicate with the **Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1, Tel. Mayfair 9080.** Head Office, **Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks.** Tel. Halifax 5934. (10518)

**C**THE CAR MART Ltd., wish to purchase Rolls-Royce cars. Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Groverton 3453. (10970)

**A&S** urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured.—**Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941.** (W1008)

**ROLLS-ROYCE** or Bentley owners with cars for disposal are invited to get in touch with **JACK BARCLAY, Ltd.**

**OFFICIAL** retailers of Rolls-Royce and Bentley.  
12—15, St. George St., Hanover Square, W.1. Tel. May. 7444. (10995)

**W**ESTLAND SMITH'S, the Rolls-Royce buyers.—**Hampstead High St. (Hampstead Tube). Ham. 6041.**

**W** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—**Compton, 68, Westway St., Crystal Palace, S.E.19. Liv. 3562.** (10063)

**THE SOUTHERN MOTOR COMPANY** is interested in the purchase of all types of Rolls-Royce cars, 20 and 24hp models, 1930 to 1951. Mr. Crawley, Sales, 437, Crawley St. (10986)

**ARTHUR MULLINER, Ltd.,** Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Rolls-Royce cars. Please send particulars. Tel. Northampton 907. (10919)

**BROADWAY MOTOR CO.** require 25hp Rolls-Royce cars (particularly with owner-driver saloon or 3/4 ton). Large stock of spares for all models. W.19.15. Liberty 2424. (10017)

**CHARLES POLLETT, Ltd.**—Officially appointed repairers and spares, high good rate cars.—15, Berkeley St., W.1. May. 6262. Service, works and stores: Barnside Yard, off Elgin Avenue, W.9. Tel. Cunningham 5887. (10977)

**Rolls-Royce Spares and Service**  
**JACK BARCLAY, Ltd.**

**L**ARGEST official retailers and repairers of Rolls-Royce cars, services or complete overhauls, mechanical work, large stock of spares for all models. **WORKS, Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 2424. (10017)**

**JACK OLDING, official** Rolls-Royce retailers.

**R**ECEPTION for service in the heart of Mayfair. Complete overhauls, mechanical or coachwork. Tel. Mayfair 5242 for collection—16, Providence Court, W.1. (10021)

**CHARLES POLLETT, Ltd.,** officially appointed repairers and spares.  
**SHOWROOMS:** 15, Berkeley St., W.1. May. 6262.

**S**PARE parts.  
**S**ERVICE: Barnside Yard, off Elgin Avenue, W.9. Tel. Cunningham 5887. (10977)

**C**ENTRAL GARAGE, Chesham, specialists in services, complete overhauls, mechanical or coachwork for Rolls-Royce and Bentley models.—**Central Garage, Tel. 7464.** (10021)

**A**LL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—**Compton, 68, Westway St., Crystal Palace, S.E.19. Liv. 3562.** (10063)

## ROVER 10

**1939** Rover 10 sportsman's coupe, black, good condition; £555.—**57a, Bradmore Rd., Oxford.** (10569)

**I**ATE 1955 Rover 10 saloon, good throughout, no oil, 1st almost new tyres; £250 o.n.o.—**Tel. Tun. Wells 2550.** (1051)

**B**RUCTIONS Ltd.—1959 Rover 10, black, recently reconditioned, good tyres, taxed; £575.—19-14, Oster Moss, Empress's Gate, S.W.7. Western 1242. (10098)

**1938** Rover 10 saloon, a smart family car, very good in every way, taxed year; £525.—**Midland Motor Co., Traffic St., Park St., Cornet, Derby 55 mins. railway, 1 min. bus station.** Tel. 30124 Beckford. (10014)

**£595**—1959 Rover 10 de luxe saloon, black with brown leather, only two private owners since new, magnificent throughout, looks and runs as new, in car condition, the best conditioned Rover in London, unrepresentable—**343, King St., Hammersmith, Riv. 27.** (10021)

**695** saloon.—**April 1946, de luxe 4-door** saloon, black, sliding head, brown leather, moderate mileage, 1951 model, excellent condition, taxed; terms, exchange, list; open 9-7 weekdays and Saturdays.—**Rowlands, 10, Haverhill (Hampstead Tube), Hampstead 6041.** (10018)

## ROVER 12

**B. J. HUNTER, Ltd., offer:**  
**1946** Rover 12 saloon, fitted radio and heater, very low mileage, £625.—**12, Grosvenor Broadway, W.2. Tel. Gladstone 5305.** (10040)

**£385**—1957 Rover 12 saloon, immaculate and fully guaranteed.—**Value Cars, 362, Upper Richmond Rd., S.W.13.** (10970)

**R**OVER 12, June 1956, licensed for year, black, green leather, £150 recently spent; £275.—**William Head, Downton Wills, Tel. 16.** (10635)

**1938** Rover 12 saloon, reconditioned; £430.—**Smith & Bailey, 376, E. Kensington High St., London W.14. Tel. Western 2512.** (10019)

## ROVER 12

**1939** Rover 12hp 6-light saloon, grey, blue leather, 9,000 miles only since complete engine and chassis overhaul; must be tried to be appreciated; £665.—**PETER BARTOCK CAR SALES, 104, High Rd., E. Chiswick 5670.** (10104)

**1946** Rover 12hp 6-light saloon, black/brown leather, new engine recently fitted by Rover; £685.—**Wooling Motors (Maybury Hill), Woking 1938.** (10087)

**R**OVER 12hp 1946 touring, grey, £625; would accept a saloon 'any make'; 12/6hp, cash adjustment.—**Vera, S. Walsh, Crece, Addington, Croydon, Tel. Phillips, For. 4234 (daytime).** (10029)

**1948** Rover 12 tourer, new hood, battery, tyres, bray, frame, sportscou, green, perfect car, 20,000 miles.—**Riverway, R.15, Pat. 2044 after 6. Cd. 2017, 9-5.** Regret change, need Vanguard Estate car now. (19945)

**595** saloon.—**Rover 12, 1959 model, de luxe 4-door** saloon, black, sliding head, brown leather, spot lamp and fog lamp, unworn tyres, very carefully used, exceptional condition, exchange.—**Rowland Smith, Weymouth.** (10021)

**365** saloon.—**Rover 12, June 1957, de luxe 4-door** saloon, grey and blue leather, wheel discs, excellent condition; terms, exchange.—**Rowland Smith, Weymouth.** (10021)

**245** saloon.—**Rover 12, 1955 model, de luxe 4-door** saloon, black, sliding head, blue leather, carefully used, excellent condition; terms, exchange, open 9-7 weekdays and Saturdays.—**Rowland Smith, Weymouth.** (10021)

**1936** Rover 12 saloon, 5 very good tyres, recent new battery, 11,000 miles approx, since new, fitted fog lamp and licensed to end of year, excellent condition throughout.—**Rowland Smith, Weymouth.** (10021)

**1939** Rover 12 saloon, fitted modern combined heater and detector, radio and wheel discs, fog lamp, good tyres, finished black with brown hide upholstery, excellent condition throughout; £645.—**Rowland Smith, Weymouth.** (10021)

**£595**! 1959 model: Rover 12 saloon, similar to post-war model, in original and immaculate condition throughout, finished navy blue with blue leather upholstery, engine reconditioned, and mechanically the car is very much above average; 3 months' service, exchange, hire purchase, exchange.—**GRAY'S CARS (LONDON), Ltd. 477, Green Lane, London, N.15. Palmers Green 2565.** (19945)

**J**AMEN MOTORS 1951-1958 Rover 12 saloons, particulars and price required to—**Jamen Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).** (W1055)

## ROVER 14

**G**ATEHOUSE MOTORS offer:—**1936** model Rover 14 saloon, in excellent condition, £295.—**Gatehouse Motors, Ltd., Hush-ham Village, London, N.W. 444.** (10021)

**1947** (March) Rover 14 saloon, completely reconditioned, as new; view by appointment.—**R. E. Blair, 40, Winstons Hill, Haverhill, Suffolk.** (10044)

**£275** recon. engine, many others.—**Rover Speed 14 1936 4-dr. sports sal., 1947 recon. engine, many others.** (10017)

**B**UYER, 1947 Rover 14 saloon, in excellent condition, £295.—**A. Z. Motors, Palmers Green, N.W.5. Main 4723.** (10011)

**1947** Rover 14 saloon, in good condition, £295.—**McCarthy, Palmers Green 6331.** (10036)

**1940** 14 Rover saloon, black and green, in excellent condition, with good tyres and new paint.—**Victor, 43, Crawford St., W.1. Park 4415.** (10036)

**1938** Rover 14 4-light sports saloon, reconditioned throughout, fuelless; £525.—**o.n.o.—Brace Fidler, 38, Cromwell Mews, South Kensington, W.8. 0515.** (10014)

**1938** Rover 14 saloon, also 1957; both sports saloons, in above average condition. £450 and £550.—**Temple Cars, 136, Burton Rd., Derby.** Tel. 2614. (10011)

**NAYLOR & ROOT, Ltd.**—1959 Rover 14 de luxe saloon, dark blue, blue hide, excellent performance and appearance, any trial; £545; choice of 100 quality cars; demonstration free within 100 miles; terms available.—**25, East Hill, Clapham Junction, S.W.18. Ref. 5272.** Open 9-6 each week-day including Saturdays. (10022)

**J**AMEN MOTORS 1951-1958 Rover 14 saloons, particulars and price required to—**Jamen Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).** (W1055)

## ROVER 16

**D**UNHAM & HAINES, of Luton, the Rover distributors, WE hold large stocks of replacement parts and have representative stock of excellent post-war Rovers, including:

**1947** Rover 16hp 6-light saloon, excellent condition, one owner, heater, radio, etc.; £650.—**DUNHAM & HAINES, 46, Castle St., Luton.** (10079)

**1947** Rover 16 4-light saloon, 19,000 miles, condition equal to new, B.M.V. radio and heater.—**Cox's Motors (Leicester), Ltd., Conduit St. (Tel. 60318). Leicester.** (10059)

**1939** Rover 16 saloon, 6-light, black, house and new tyres, 3 spares; this car is immaculate and in perfect condition; privately owned, North London, based on no dealers prices; £625.—**Box 9497.** (10117)

**JUNE 1938** Rover 16 4-door sportsman's saloon, black with brown hide upholstery, new tyres, in original perfect condition, better than most pre-war cars; bargain at £450; H.P. or exchange.—**Jordan Sand, Bexel, Tel. 64.** (10061)

**1938** Rover 16 saloon, in splendid condition and a delightful car to drive, black with brown leather upholstery.—**Rowlands, 10, Haverhill, Hampstead Rd., Guildford 5326.** (10055)

## ROVER 16

**750** saloon.—**Rover 16, 1946, de luxe saloon, black, 9,000 miles only since complete engine and chassis overhaul; must be tried to be appreciated; £665.**—**PETER BARTOCK CAR SALES, 104, High Rd., E. Chiswick 5670.** (10104)

**R**OVER 16 saloon, black, 1955, B.M.V. radio, over 12,000 miles, excellent condition throughout and can be taken for a much later model; £555.—**Snow, 5, Dell Close, Woodford Wells, Essex. Tel. day Lay. 3496 evenings Buc. 3590.** (10979)

**1937** Rover 20 saloon, black, interior and exterior in exceptional condition, mechanically perfect, recent repays, linings, carpets, etc. beautiful car, taxed June; £500.—**Richards, The Bungalows, Bulwer Rd., Crediton, Devon.** (10011)

**1937-8** Rover Speed Twenty saloon, in exceptional condition, good condition throughout, excellent appearance, mechanically perfect; £375.—**Temple Cars, 136, Burton Rd., Derby. Tel. 2614.** (10011)

**ROVER 00 & 75**  
**R. F. FUGGLE, Ltd.**

**1950** Rover P4 75, mileage 5,000, fitted with all accessories, in every way equal to new; £2,200.—**R. FUGGLE, Ltd., Bushay Heath House, Tel. R. 1645.** (10017)

**T**UCKFORD, Ltd., offer:—**1950** (Nov.) Rover P4 sal., black, grey, 295 miles only, radio, heater, as new. (10019)

**1949** (Dec.) Rover P4 sal., speedo reading 5,000, green, grey leather, H.M.V. radio, heater, as new. (10019)

**1948** Rover 75 sports sal., speedo reading 10,000, green, green leather, radio, heater, as new. (10019)

**1948** Rover 60 sal., black, grey leather, as new. (10019)

**1948** Rover 60 sal., black, green leather, radio, heater, speedo reading 15,000 ex. cond. (10019)

**8** Upper St. Martin's Lane, W.C.2. Temple Bar 8 5555. (10029)

**ARTHUR MULLINER, Ltd., offer:**  
**1950** Rover P4 saloon, first registered 22.2.50, heater, thoroughly maintained by one previous owner and a most attractive car throughout. (It will pay you to telephone or write for the complete list of our comprehensive stock, and details of our inimitable 6 months' guarantee.)  
**ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907.** (10019)

**PHILIP RICHARDS, Ltd., offer:**  
**1950** Rover P4 saloon, 9,000 miles, black, grey, —**Brick St., Park Lane, London, W.1. Groverton 4772.3.** (10051)

**WARWICK WRIGHT, Ltd., offer:**  
**1950** Rover 75 P4 saloon, black, red leather, heater, 9,000 miles, one owner, as new; £1,650.—**Warwick Wright, Ltd., 150, New Bond St., W.1. Mayfair 9761.** (10045)

**COOMBS & SONS (GUILDFORD), Ltd., offer:**  
**1948** Rover 75, black and red, radio, etc.; £1,375.  
**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9.** (10057)

**1950** Rover P4 sal., £1,695.—**Bliss Star Garage, 617, Finchley Rd., N.W.3. Main 2254.** (10046)

**1950** Rover 75 model P4, black, in perfect condition, throughout; £1,775.—**Calryne.** (10045)

**1950** (Oct.) Rover P4 saloon, black, red leather, 6,000 miles one owner, as new; £1,650.—**Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146.** (10007)

**1950** (December) Rover P4 saloon, dark green, with grey leather, low mileage, heater, condition as new throughout, taxed; £1,950.—**Iron Bridge Service Depot, South Rd., Southall, Middlesex, Southall 2655.** (10049)

**1951** Rover 75 P4 saloon, black, green leather upholstery, heater, taxed for year, reg. Dec. 1950 of covenant, mileage 8,000 spare insured, one owner; rare opportunity to obtain exceptionally fine genuine 1951 model in superb condition like new, bargain; only £1,650.—**C. S. Moores, 6, Sylvan Avenue, Epsom. Tel. 4555 after 5 p.m.** (10013)

**OFFERED BY:—LAND-ROVER**  
**EVANS (WIMBORNE), Ltd.**—A selection of high E grade used Land-Rovers with 5 months' specific guarantee.—**Evans (Wimborne), Ltd., Roper Main Road, Wimborne, Dorset. Tel. Wimborne 01634. (118)**

**HARVEY HUDSON, Ltd.**  
**1950** (July) Land-Rover, 7,000 miles, carefully used and in outstanding condition.  
**1948** (Nov.) Land-Rover, 16,000 miles, excellent condition with car tread tyres, would make very reasonable caravan towline vehicle. (List above are complete list of our most stock of reconditioned, guaranteed Land-Rovers and ancillary equipment in the country.)  
**HARVEY HUDSON, Ltd., the Land-Rover Specialists, South Woodford, E.18. Wanstead 0056.** (10035)

**ARTHUR MULLINER, Ltd., offer:**  
**1950** (Apr.) Land-Rover utility truck, finished in previous owner's usual mileage, very sound example of this well-proved all-purpose vehicle; it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our inimitable 6 months' guarantee.  
**ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907.** (10019)

**1949** 50 Land-Rover, low mileage, exceptional condition; £335.—**Wilton-on-Thames 0130.** (10050)







## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**STANDARD 12**  
COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1946** Standard 12, grey and blue, new engine fitted, £550. Tel. 4550. (C3040)

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford GU2 9T-9. (C3040)

**DROP** head four-coupe Standard 12, 1948, in spotless condition, blue with grey, stored since 1951, engine wanted on sports car. (C3040)

**WALCOCK MOTORS**, 1950-6, West End Lane, N.W.6, Hampstead 1177. Tel. 4550. (C3040)

**£675** 1947 Standard 12 saloon, fitted with reconditioned engine, black exterior, fawn leather upholstery, guaranteed condition. (C3040)

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-202, Cricklewood Broadway, N.W.2, Old 2234. (C3040)

**OCT.** 1946 Standard 12 drop head coupe, bargain price, £425, and a very good car, to boot!—Temple Cars, 136, Burton Rd., Derby. (C3040)

**WALTER SCOTT, Ltd.**—Late 1948 Standard 12 coupe, grey, exceptional condition, one owner; £725—29 College Crescent, Hampstead, N.W.3. (C3040)

**£299** 1958 Standard Flying 12 de luxe saloon, excellent starter, upholstery, very clean bodywork, genuine bargain, 5 months' guarantee, hire purchase, enquiries. (C3040)

**L. AMES OF WOOD GREEN, Finchley Showrooms**, 421, High Rd., Finchley, N.12. Fin. 6221. (C3040)

**£665** 1948 Standard 12 de luxe saloon, black, with extra bodywork, 25,000 miles, in original condition, very clean, radio fitted, term, exchanges—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2681. (C3040)

**1947** Standard 12 de luxe saloon, sunroof, radio, 15,000 miles, in original condition, term, exchanges—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2681. (C3040)

**M. ALMAYNE ENGINEERING CO.**, Close St., Pentonville, Manchester, 6, Pen. 547. (C3040)

**STANDARD 14**  
**PRIDE & CLARKE, Ltd.**

**£595** 1948 Standard 14 saloon, black/brown leather, 25,000 miles, one owner; exceptional condition. (C3040)

**THUR.** 1948 Standard 14 saloon, black/brown leather, 25,000 miles, one owner; exceptional condition. (C3040)

**JACK ROSE, Ltd.** offer:—

**1948** Standard 14 drop head four-coupe, in excellent condition, any examination, accept £550—Jack Rose, Ltd., Watlington, Surrey. Watlington 667-6. (C3040)

**B. J. HUNTER, Ltd.** offer:—

**1947** Standard 14 drop head four-coupe, bargain price, £695. (C3040)

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (C3040)

**1949** Standard 14 sal., £625—Blue Star Garage, 517, Finchley Rd., N.W.3, Ham. 2234-6. (C3040)

**1948** Standard 14, one owner, grey, saloon, 25,000 miles, £450 or near offer. Tel. Cunniffe 1191. (C3040)

**1948** Standard 14 saloon, 15,000 miles, as new; £605, terms arranged—Homes & McCarthy, Palmira Green 931. (C3040)

**1938** Standard 14, £500, licensed for year, very good condition—James, Scotch Commercial, Farnley, Perth 5911. (C3040)

**1948** Standard 14 saloon, 32,000 miles, reconditioned engine, immaculate condition throughout, radio and heater, taxed, £615. (C3040)

**COLES GARAGES**, Worplesdon, Wokingham, Surrey, S.W.19, Tel. Wokingham 919-6. (C3040)

**1939** July Standard 14 d.l.s. saloon, grey, £175 spurt, will sell on sight, genuine bargain, £560—Mullard, Witney, Oxon, Tel. 118. (C3040)

**STANDARD 14** grey saloon, 1946 date, superbly maintained, perfect condition throughout—Sharp, 9, East Ave., Stoke Park, Coventry, Tel. 2653. (C3040)

**1939** Standard 14 four-coupe drop head coupe, in good condition, £335—Crown Garage, Albany St. (adj. Barracks), N.W.1, Tel. Euston 4507 and 1520. (C3040)

**1946** (Oct.) Standard 14 saloon black, H.M.V. radio, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3332, 3333, 3334, 3335, 3336, 3337, 3338, 3339, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3353, 3354, 3355, 3356, 3357, 3358, 3359, 3360, 3361, 3362, 3363, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3371, 3372, 3373, 3374, 3375, 3376, 3377, 3378, 3379, 3380, 3381, 3382, 3383, 3384, 3385, 3386, 3387, 3388, 3389, 3390, 3391, 3392, 3393, 3394, 3395, 3396, 3397, 3398, 3399, 3400, 3401, 3402, 3403, 3404, 3405, 3406, 3407, 3408, 3409, 3410, 3411, 3412, 3413, 3414, 3415, 3416, 3417, 3418, 3419, 3420, 3421, 3422, 3423, 3424, 3425, 3426, 3427, 3428, 3429, 3430, 3431, 3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530,

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Studebaker Cars Wanted**  
SIMPSON'S (1157) open until 7 p.m.  
Studebakers—Wentworth 6681 9303.

**CAMDEN MOTORS** urgently require good 1938-40 22hp Studebaker saloons; particulars and price required for:—  
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1035)

**SUNBEAM**  
1930 Sunbeam Twenty saloon, very nice car throughout.—Tel. London, Littlebury 7909. (1915)

**Sunbeam Spares and Service**  
COMPLETE CAR SERVICE, Ltd. for personal attention to your Sunbeam.—Tulse Hill 4505. (1915)

**SUNBEAM-TALBOT**  
BROOKLANDS.  
1951 Sunbeam-Talbot 90 saloon; £1,250.  
1950 Sunbeam-Talbot 80 saloon; £1,075.  
103 New Bond St., London, W.1. Mayfair 5551-6. (C102)

**BOON & PORTER, Ltd.**  
1948 10hp saloon, black one owner, 19,000 miles, hardly scratched, £795, open until 7 p.m. 1 o'clock Sunday.—Cathelna, S.W.13 (By Hammer Smith Bridge), Riv. 4444. (C1022)

**CYRIL SHEPPARD** offers:—  
SUNBEAM-TALBOT 90 saloon, bronze with red leather upholstery, fitted radio and heater, 10 immaculate condition; £895.—Cyril Sheppard, 102, Kings Rd., Reading 2712. (1596)

**GUY ALFREDS & Co., offer:—**  
1950 Sunbeam-Talbot 90 saloon, one owner, very low mileage, and of financial year; to clear £965.-6-7, Warren St., W.1. Euston 3286. (C1005)

**WARWICK WRIGHT** offer:—  
1951 Sunbeam-Talbot 90 saloon; blue, beige leather, 7,000 miles.  
1950 Sunbeam-Talbot 10 convertible coupe, green, green, brown leather, 6,000 miles.  
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C945)

**MONTROE MOTORS** offer:—  
1939 Sunbeam-Talbot 10 drop head coupe; £495.  
MONTROE MOTORS (N. H. Bowtell, 9-17, Spynie New Rd., Buckhurst Hill, Essex. Box 117. (C5045)

**GUY SALMON AUTOMOBILES** offer:—  
1950 Sunbeam-Talbot 90 coupe, low mileage, fitted latest type H.M.V. radio, immaculate condition; £1,050.—Purton Road, Thames Ditton, Esherbrook 5551-2-3. (C4001)

1949 Sunbeam-Talbot 80 (July), black, 6,500, radio, as new, £1,000.—London, N.W. 3076. (3772)

1950 Sunbeam-Talbot 80 saloon, black with beige leather, heater fitted, an exceptionally clean car. (1995)

**R. O. WIMBUSH, Ltd.** 312, Earls Court Rd., S.W.5, R. Fremantle 8401. (C4096)

1946 Sunbeam-Talbot 10 grey tourer; £615; smart and sound 30, Ridge Crest, Enfield, Middlesex 2809. (1938)

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp four-door drop head coupe, 1939, silver grey, leather, extremely good runner; unsaleable at £395.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1939, dark blue finish, new tyres and recent engine overhaul; £495.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1939 (August), one owner, coachwork and interior entirely original; a carefully maintained moderate mileage car; £325.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp drop head four-door coupe, 1940, late registration, identical to the post-war series striking appearance in cream with red leather, economical and fast, new Goodrest 16hp engine; £595.

**CAMDEN MOTORS**—Sunbeam-Talbot 2-hire 10hp open 2-seater sports tourer, 1940, silver grey with grey leather, genuine one owner car, moderate mileage and in extremely good condition; £645.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1947, immaculate metallic grey finish with leather to match, whole car in practically unblemished condition, 18,700 very careful miles; £745.

**CAMDEN MOTORS**—Sunbeam-Talbot 90 saloon, late 1950, in silver grey, radio and heater, 14,000 miles but in such immaculate condition that it could easily be taken for a 1950 until 6.15 p.m.

**CAMDEN MOTORS**—Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the U.K. and abroad; fares refunded to purchasers from any part of the country; short 24 h. p.m. Monday-Saturday; open until Monday 10 a.m.-6 p.m. (C1035)

1940 Sunbeam-Talbot coupe, has had new engine; £475.—Spur 27 and Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2512. (C6119)

895ccs.—Sunbeam-Talbot 80, 1948 model, 10hp sports saloon, steel grey, sliding head, grey leather, one careful owner, immaculate, exceptional condition; terms, exchanges.—Row and Smith, Beckenham, Kent. (C1035)

495ccs.—Sunbeam-Talbot 1939, 10hp sports saloon, black, sliding head, brown leather, vinyl dash, wood trim, excellent used, exceptional condition; terms, exchanges; list, open 9.30 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 1041. (C4016)

**TANKARD & SMITH, Ltd.** offer 1950 Sunbeam-Talbot 20 d.h. four-door coupe in grey with matching leather, one careful owner since new, genuine 18,000 miles only, fitted radio heater and many other extras; beautiful condition; £1,095; three months' written guarantee; also 200 used cars of all makes.—124, Kings Rd. S.W.5, Tel. Fulham 4501-3. (C1026)

**Sunbeam-Talbot Cars Wanted**  
THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—322, Euston Rd., N.W.1. Euston 3112. (C1136)

**R. ROOTES**  
DISTRIBUTORS  
REQUIRE modern low mileage Sunbeam-Talbot cars.  
BIRMINGHAM—Lower Temple St. (Central 8411).  
ANCHESTER—129, Deansgate (Blackfriars 6677).  
MAIDSTONE—(Maidstone 5553).  
CANTERBURY—(Canterbury 3252).  
ROCHESTER—(Chatham 3231).  
WROTHAM Heath.—(Bourne Green 4).  
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (C1111)

**ROWLAND SMITH'S**  
ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampton Road, Hampton (Hampton Tube), Hampton 6041. (C1091)

**PHENIX MOTOR CO. (SURREY), Ltd.** High St., Sutton, Surrey, Vigilant 1121. (W3044)

**PRIVATE** purchaser requires Sunbeam-Talbot 90 saloon, price about £800.—Box 0467. (3609)

**URGENTLY** required, 1950 Sunbeam-Talbot 90 saloon, 26,000 miles, good condition, recent engine, economical, low tax.—Christchurch, Hants. Tel. 1681. (1916)

**CRIPPS** of Nottingham, greatly require all recent Sunbeam-Talbot cars.—R. Cripps & Co., Ltd. The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. (19462)

**BIRMINGHAM** and Midlands.—Low mileage Sunbeam-Talbot cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (C1089)

**TALBOT** 65 d.h. coupe for sale, good condition throughout.—Fearnside 4, Harrogate Rd., Coverham, Reading. (14026)

**TALBOT** (1936) 10hp pillarless saloon, beautiful condition, 26,000 miles, recent engine, economical, low tax.—Aldridge, 216, Blackmoor Rd., Gussage, Blackburn, Lancs. (1906)

**1938** Talbot 10 sports saloon, black, in excellent condition, disc, recent engine, economical, taxed; £565.—Chambers Court, London, Twickenham, Glou. (19797)

**365ccs.** Talbot 10, 1938, sports saloon, black, sliding head, blue leather, disc, and 1938, carefully used, excellent condition; terms, exchanges; list; open 9.30 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4019)

**CASH** immediately for good Talbot.—R. F. Edwards, 12, Tottenham, London, N.16. (W2021)

**ROWLAND SMITH'S**, the Talbot buyers.—Hampton Road, Hampton (Hampton Tube), Ham. 6041. (C1091)

**Talbot Spares and Service**  
DISMANTLING.—Talbots 1936 to 1942, 1933 to 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918,



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**TRIUMPH**  
WALTER SCOTT, Ltd., September, 1950, Triumph Mayflower saloon, black, 5,000 miles, radio, heater, jockey covers, unmarked, £395-39, College Crescent, Hampstead, N.W.3. (Savits Cottage Tube). Tel. 171. (C4006)

**1950** Triumph Renown saloon (grey), 11,000 miles only, first registered 8 Nov., 1950, one owner, carefully maintained, spare never used, jockey seat covers, rubber floor mats, radiator, spring for lamp, heater, taxed; offers over £1,100 invited, genuine reason for sale. Laid, Chatterley Surveys, 3, High St., Marlow, Tel. 5118

\* \* \* - 4,485 miles, 1950 (April) Triumph Renown saloon, outstanding and unmarked one owner, cummeri grey with grey leather and jockey covers, opportunity to acquire for immediate delivery car practically indistinguishable from new in appearance, written guarantee, terms, exchange. - H. P. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. (C2022)

Triumph Cars Wanted

**C**  
**M**  
THE CAR MART, Ltd., wish to purchase Triumph cars, 580, Euston Rd., N.W.1. Euston 1212.

**R**  
**OWLAND SMITH**  
ROWLAND SMITH's, the Triumph buyers - Hampstead Heath St., Hampstead Tube. Ham 6411.

**C**  
**ASH** immediately for good Triumph - H. P. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. (C2022)

**M**  
**ARTIN MOTOR CO.** Ltd., for your Triumph - Tel. 510, 300 - Seven Sisters, Rd., Tottenham, N.15. (0182)

**I**  
If your car is in London and is a post-war model it can be sold at a profit within an hour of phoning Martell 7654, the London Buying Office of Lamb's, Ltd., Woodford, Essex. 8 South House, 16, Berkeley St., W. (W2051)

Triumph Spares and Service

**S**  
**T**  
**STANDARD & TRIUMPH SALES** Ltd. - Service and spares for all models, manufacturers' largest stockists in Britain of spares and service exchange assemblies - Standard & Triumph Sales Ltd., London Distributors, Junction of Brompton Rd. and Abbey Rd., St. John's Wood, N.W.3. Maida Vale 9114 (10 lines).  
**B**  
**ASIL, ROY, Ltd.** - Triumph spares, complete stock, 4 wheelie and retail 161, Gt. Portland St., W.1. Lancham 7735.

**STANDARD** and Triumph spares and service, replacement units, W. Richards (Berkeley), Ltd., 74-76 Broadway, Berkeleys, Tel. 1666-7. (0439)  
**TRIUMPH** spares for all post-war models, largest provincial stockists, - Bellingrue & Automobile Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (1055)

## UTILITY CARS

**C**  
**YRIL SHEPPARD** offers:-  
**1948** Hillman Estate car, grey, nooties, throughout, 6750. - Cyril Sheppard, 102, Kings Road, Reading 2712. (1361)

**G**  
**UY ALFREDS & Co. offer:-**  
**1948** Hillman Minx utility, genuine mileage 15,000, outstanding condition, 6255.  
Series Ford 10, genuine Martin Walter Utility, outstanding condition - 6-7, Warren St., W.1. Euston 3464. (C1005)

**P**  
**HILP RICKARDS, Ltd., offer:-**  
**1950** Hillman estate car, grey/brown, 19,000 miles, 4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

**W**  
**ARWICK WRIGHT, Ltd., offer:-**  
**1948** Hillman Mark II estate car, grey, brown leather, 12,000 miles.  
**W**  
**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9701. (C4045)**

**R**  
**OWLAND SMITH's** for utility cars.

**425** - Ford 8, June, 1947, 4-door, 5-seater utility coachbuilt, varnished timber body, chas all round, removable rear seat, drop tail-board, carefully used, excellent condition, terms, exchange. - Rowland Smith, below.

**395** - Ford 8, May, 1949, 3-seater utility van, makes standard body with glass side windows, plain black, trimmings, one careful owner, small mileage, excellent condition, terms, exchange. - Rowland Smith, below.

**395** - Austin - Jan. 1948, 5-seater shooting brake, coachbuilt, natural timber body, glass all round, removable rear seat, entrance, carefully used, excellent condition, terms, exchange, use open 9-7 week-days and Saturdays. - Rowland Smith, Hampstead, (Hampstead Tube) Hampstead 6041. (C4018)

**1950** (March) Hillman estate car - Ernest Sutton, Tel. Rosgate 4. (C4043)

**1948** Phase II Commer utility, reconditioned engine and new tyres, 6,255.

**B**  
**REW BROTHERS, Ltd., 133 Old Brompton Rd., S.W.7 Ken 2465. (10977)**

**H**  
**EALY utility, 1948, very fast, good condition, price £800, near Taunton. Tel. Taunton 5450.**

**1949** Bradford de Luxe utility, beige, professional, maintained, £495-12, Chesham (Bucks) 671. (1359)

**1951** model Bradford de Luxe utility one owner, excellent condition throughout, guaranteed. - G. Thomas, Kin. 2241. (C4055)

**1947** Alvis 14 Estate car, low mileage, guaranteed. - C. V. Rushmer, 39, Holland Park, W.1, Park 5151. (C2000)

**1946** Humber Snipe utility, quite definitely a gift, £175-A.Z. Motors, Palmerston Rd., N.W.6, Ham. 4725. (C1011)

**1949** Austin A50 Countryman, 15,000 miles, £600, 30, Remm, La. Newton's Court, High St., Hinton, Nodon 7566.

**UTILITY CARS**  
£585 - Fordson 10 1948 utility, ideal holiday vehicle, resprayed black, timber body, excellent condition. - Watford 6511. (3071)

**1940** Standard 14, new utility body, £550 - Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3 Ham, 2221, Mai. 1627. (C1012)

**HILLMAN** utility 10hp, reg. 1947, good condition, £725; no dealers. - Mr. W. Mead, 246, Town Rd., Edmonton, N.9. Tel. TW4 6200. (10675)

**£777** - Absolute gift, 1950 Austin A40 utility with special fold-flat seats, genuine 6,000 miles only, don't miss this. - Below.

**£495** - Standard 14 utility van with new wood body costing £200 just fitted, whole vehicle looks and runs like genuine 1948 model, worth £700. - Below.

**£195** - Ford 10hp Utileon first registered 1951, in excellent condition and bargain price. - Below.

**£495** - Ford 3hp fitted magnificent brand new wood bodwork costing £300, specially built to take 8 or 9 people, first registered 1947, 5 months, suitable, hire purchase, exchange.

**L**  
**AMBS OF WOOD GREEN**, Finchley showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (C2054)

**1947** Renault utility 3hp, seats 4, spare for good condition, engine just overhauled, 23,000 miles, nearest £390 - Str. 5558. (13746)

**BRADFORD** utilities for sale serviced by us, main 1952-3-Biggin's, Finchley, Essex, Exchamps, Bonnesfield Lane, Harrow, Tel. 6225-6. (10621)

**1947** Morris 3hp Utileon by Martin Walter, 1 h.p., in excellent offer throughout, 5 months, £475 - Haskins, Leighton 1150. (C2000)

**1948** July Fordson 10 (Martin Walter Utileon) 7-seater, 18,000 miles (genuine), overhauled, recoloured green, £550; no dealers. - Box 9490. (1562)

**£875** - 1950 A10 Countryman, 18,000 miles, almost as new, terms, exchange. - C. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. (C2031)

**1950** Vanguard Estate car, low mileage, carefully maintained and as new, radio, heater, etc. - Machin Kennedy Home, Kingston, Shrewsbury. (10403)

**1938** Morris 14, fitted most attractive 4-door utility body, fold-flat seats, etc., excellent condition throughout. - £305-Jacques, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-78. (C1043)

**1947** (October) Alvis 14hp timbered utility, superb all-purpose vehicle, £725; exchange; hire purchase. - B. & H. Motors, 1484-4, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6071. (C1020)

**RECONDITIONED** ex-Ministry of Supply Human Minx utilities, all in first-class condition and completely free from any defects; rescoloured and re-trimmed, new batteries and lamps, new chrome work, good or new tyres, fitted flush fitting occasional seats, spare wheel jack and wheelbrace, A.A. or R.A.C. in passenger compartment, fitted new canvas canopy, £225; fitted new wooden 2-door station brake body £365; fitted new wooden 4-door station brake body £425. (C2000) £550; hire purchase terms available; write for further particulars. - "Q" Service Station, Staines Rd., Ashford Middlesex. Tel. Ashford 5270. (13647)

## Utility Cars Wanted

**ROWLAND SMITH's**, the Utility car buyers - Hampstead Heath St., Hampstead Tube; Ham 6411, 10955

## VAUXHALL 10

**1938** Vauxhall 10 saloon, black, £390. - Below.

**1940** Vauxhall 10 saloon, splendid order; £415 - 10, Smith St., Haver, Ltd., 4, Western 2512. (C4019)

**1939** Vauxhall 10 saloon, in really immaculate condition, taxed year, £365. - Broadway Motors, 67, High St., Hounslow, Tel. 0175. (C1038)

**1939** Vauxhall 10, black, blue leather, reconditioned engine, good appearance, £395 - Burke Motors, 295, Levensham High St., S.E.15. Tel. Lee 1051. (C1032)

**VAUXHALL 10** (1938), body immaculate, following recent respray and major overhaul, new engine, £350 or near offer - Emmet, 11, Ballinlough St., Dublin, Refurb. (13606)

**£375** - 1939 car, with perfect engine, lively and economical (15-40 mpg), body rescoloured blue, good motor and tyres, can be seen in London week-days - Ring Woldingham 2146, exmines. (15604)

**10hp** Vauxhall saloon, maroon first licensed September 1939, mileage 55,000, new engine 1951, receipt shown, tyres, paint and condition good, one owner, reason sale, new car delivered, price £450. - Below. (13641)

**1939** Vauxhall saloon sunshine roof, in superb condition with magnificent performance, superb 1939 car just resprayed black with new roof lining, free from any corrosion, taxed December, £435 - Claude Barton, Spomery Green, Kenilworth. (15434)

## VAUXHALL 12

**PRIDE & CLARK, Ltd.**

**£775** - 1950 Vauxhall 12 Wyvern saloon, black, brown leather, 12,000 miles, one owner, excellent condition.

**TH** - 1951 monthly guarantee, terms, exchange, lists. - 150, Stockwell Rd., S.W.6. Ham 6251. (13953)

**C.M.I. CAR SALES** (Pty. 6625) offer:-

**1946** Vauxhall 12 saloon, maroon, overhauled; 3 months' guarantee, terms, list on application. - 3, Swiss Cottage, Finchley Rd., N.W.2. (C1051)

**1948** Vauxhall 12, black, reconditioned engine, superb 1939 car just resprayed black with new roof lining, free from any corrosion, taxed December, £435 - Claude Barton, Spomery Green, Kenilworth. (15434)

**£450** - blue upholstery, good body and mechanical condition.

**P**  
**ARRIS OF CRICKLEWOOD**, Ltd., 200-225, Cricklewood Broadway, N.W.2. Gls. 2254. (C2008)

**1946** Vauxhall 12, taxed, overhauled, new engine and reconditioned, regularly maintained, best offer over £500 - First owner, 125, Offord Rd., S.1, North 1681. (13625)

**1938** (October) Vauxhall 12 sunshine saloon, recently reconditioned and chromed, new carpets and tyres, immaculate, low mileage, exceptional car. £475 - Tel. Watford 5064. (13625)

**1946-7** Vauxhall 12 de Luxe saloon, refinished, Winton targets in brown to match the brown leather interior, vertical engine 1950, absolutely spotless and unmarked, a genuine bargain, £295 terms. - Below.

**M**  
**ADSTON ENGINEERING Co.**, Cross St., Pendlebury, Manchester, 6, Per. 5457. (C3000)

**695** - Vauxhall 12, July, 1948, saloon, black, sliding head, brown cloth, one careful owner, small mileage, exceptional condition, taxed, terms, exchange, lists, open 9-7 week-days and Saturdays. - Row and Smith, Hampstead, (Hampstead Tube). Hampstead 6031. (C4019)

## VAUXHALL 14

**1946** Vauxhall 14 saloon de Luxe, one owner, chauffeur driven, 6200.

**X**  
**L. SERVICE STATION** Kingston Vale, S.W.15, Kingston 5355. (C4080)

**179** - 1951 Vauxhall 14 saloon, clean car. - Autopoints, 5, Broomfield Rd., Balham 1509. (C1009)

**VAUXHALL 14hp** 1939, style and shape as 1940, engine, radio, £395. - Kelson Garage, Cannary Whit 3190. (C4047)

**1939** Vauxhall 14 J, very nice condition, nearest Box 0510. - Mrs. Lander, Ambassador 4860. (13684)

**1939** Vauxhall 14 J-type saloon, excellent example of this very p-polar model; 3 months' guarantee. - £295. - Below.

**C**  
**& W. MOTORS, Ltd.** - Queen's Head Garage, East End Rd., N.1. Finchley 6236 13 lines. (C1061)

**1946** Vauxhall 12 (reborn 2); must sell; offers N.W.6. Mai. 4723. (C1011)

**1948** model Vauxhall 14 saloon, black, brown leather upholstery, new engine, beige fitted, immaculate condition, £395.

**W**  
**J. BROWN, Ltd.** Established over 30 years. - Finchley Rd. N.W.3. Hampstead 4414. (13607)

**1939** Vauxhall 14 J type saloon, in nice condition, £455 - Gordon Wooderson, 48a, Dromedary Rd., S.W.16. Tel. Brompton 8658. (C4059)

**1939** Vauxhall 14 J type saloon, nice condition, first offer, £395. - Broomfield Rd., Balham 1509. (C1009)

**1939 J** type Vauxhall 14, original cellulose, new suspensions and rear axle recently fitted, no excessive mileage in every respect, taxed, £425. - AGADLAN MOTORS, 31, Trinity Rd., Wandsworth Common, Battersea 5575. (C3005)

**1937** Vauxhall 14 6 saloon, excellent condition, low mileage, reconditioned, engine, oil, new tyres, new battery, taxed Dec.; £285. - Col. McCallen, H.Q. Southern Command, Balham. (14018)

**VAUXHALL 14hp** saloon DX 1938 model, excellent condition, factory reconditioned engine fitted 1950, nearly new tyres, wireless, taxed for year, £325 or near offer. - Walton Service Garage, 1-2, Dorset Ave., Wilton St., S.W.1. Sloane 7259. (13767)

**VAUXHALL WYVERN & VELOX**  
**CAR MART, Ltd.**

**1950** Vauxhall Velex saloon, radio, heater, 10,000 miles, £395.

**1949** Vauxhall Velex saloon, radio, heater, 16,000 miles, £795 - Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (C1039)

**CAR MART, Ltd.**

**1950** (Nov.) Vauxhall Wyvern saloon, 8,000 miles, £355 - Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (C1059)

**H**  
**A. SAUNDERS, Ltd., offer:-**

**1950** Vauxhall Wyvern saloon, black, with brown interior, 2,800 miles, £1,075.

**1949** Vauxhall Wyvern saloon, green, with brown interior, heater, 23,400 miles, £655.

**836** - 422, High Rd., N.12, Hillside 0024. (C2027)

**GUY SALMON AUTOMOBILES offer:-**

**1949** (November) 1950 model Vauxhall Velex, heater, radio, very carefully maintained, £795 - Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. (C4001)

**PHOENIX MOTOR CO. (SURREY), Ltd., offer:-**

**1950** (May) Vauxhall Wyvern, black, brown leather, 8,000 miles, another 18,000 miles in brand new condition; £650; both cars at to-day's reduced prices! - Below.

**PHOENIX MOTOR COMPANY (SURREY), LIMITED**, Sutton, Surrey, Vagrant 1121. (C3044)

**1950** Wyvern, black, excellent condition; 12,300 miles, £775 or nearest. - Lee 1741. (14009)

**1950** Velex, black, radio, heater, 5800 - 21, Ruislip Rd., S.W.16. Str. 3476. (13426)

**VAUXHALL, Velex 1949 (March), finished grey, very clean car, offered at attractive price; full particulars on application.**

**VAUXHALL Wyvern 1949**, genuine 18,000 miles, seat covers fitted upholstery still as new, immaculate condition throughout.

**A RINGTON MOTOR CO., Ltd., High Rd., Ponders End, Enfield, Middlesex, Tel. Howard 1266. (13797)**

**1950** Vauxhall Wyvern, black, 6,000, immaculate, £265 - Kirkwood Car, 78, Streatham Hill, S.W.2. Tulse Hill 1288. (13956)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Vauxhall Wyvern & VeloX

**1949** Vauxhall VeloX, second engine, faultless; 1949-50, 1745—Bristol, France, B. Cromwell (Mersey South, Kensington, W.14, 0944) (C1044)

**1950** (Sept.) Vauxhall Wyvern saloon, bronze leather, one owner, 1,871 miles only, a brand new car, 6 months guarantee, £295. (C1044)

**MCKINNON MOTORS, Ltd.**, Langham House, 3, St. Stafford Rd., Walsingham, Surrey, Epsom (Surrey), Tel. Walsingham 5404. (C1044)

**1949** VeloX, colour black, nominal mileage, 6495—13,000 miles, Claxton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1, Tel. Euston 5226 (5 lines). (C1050)

**1950** Vauxhall Wyvern saloon, recorded mileage 13,000, midnight blue, brown leather upholstery, very fitted radio, heater, and many other extras. (C1070)

**DENHAM SERVICE STATION, Ltd.**, Oxford Denham, Bucks., Denham 226. (C1070)

**£795** Wyvern, black, July, 1949, genuine mileage, 21,500, owner since new, excellent condition, maintained by distributors—Surrey 2565. (C1070)

**1950** Vauxhall VeloX saloon, heater, 5,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Temple Bar 3565. (C1070)

**1949** Wyvern, low mileage heater, spotlight, smart covers, immaculate condition, £295—Tel. Liberty 1604. (C1094)

**1951** Vauxhall VeloX saloon (1/12-50), black-steel, leather, heater, demister and other extras, brand new, guaranteed perfect, unblemished, showroom condition, 6,000 miles only, £1,100—3, Pier Ave., Tarkenton, Kent. (C1016)

**1949** Vauxhall VeloX saloon, original owner, completely repainted and rechromed, independent disc lights, radio, heater, screen-clean paint, complete set covers, immaculate condition, £295—Tel. Romford 182 after 7 p.m. (C1076)

**1951** (May) VeloX, 6,000 miles, virtually new car, as signed, current list price, trade and part exchange enquiries invited—G. P. Morier, Ltd., 54, Streatham Hill, S.W.2, Tube Hill 646. (C1016)

**825** black, brown leather, one careful owner, practically new condition, terms, exchanges, list, open 7 week-days and Saturdays—Bursland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. (C1016)

**NAYLOR & ROOT, Ltd.**—1949 Vauxhall Wyvern saloon, black, lawn interior, radio and heater, superb condition throughout, £295, six months' guarantee, choice of 100 quality cars; demonstration free within 100 miles; terms available—25, East Hill, Clapham Junction, S.W.18, Tel. 5272. Open 9-6 each week-day, including Saturdays. (C1092)

## Vauxhall 35

**1937** Vauxhall 25 black saloon, used, 4350—Thomas, 150, Kingsland Rd., Shoreditch, E.2. (C1016)

## Vauxhall 30

**Vauxhall 50-56**, November 1927, chassis No. OE 111, 4-door, open, with museum deck, finished in British Racing Green; this car has been completely overhauled, engine by Burwood at £160, built available, best of accessories, all good tyre, very good and unique, £365—S. Barrett, 13, Ashfield Parade, N.14, Tel. Palmers Green 9552. (C1021)

## Vauxhall Miscellaneous

**SHAW & KILBURN, Ltd.**, for Vauxhals.

**IT** is important that the car you purchase is in excellent condition. Selection of such modern Vauxhals at

**4-6, Berkeley Sq., W.1, Grosvenor 4328** (C1017)

**HAMILTON MOTORS (LONDON), Ltd.**, 466-480, Edgware Rd., London, W.2, Paddington 0362 (12 lines), Vauxhall main dealers.

**1948** (January) Vauxhall 12hp, blue/black and green colour, body condition good, mechanically sound throughout, £725.

**1946** Vauxhall 10, black, brown leather, engine, gear and back axle completely overhauled in our workshop, tyres good, one owner, £615.

**1939** Vauxhall 12 saloon, black, red leather upholstery, completely reconditioned, maintained on H.M.L. for last 16 months, good tyres all round, £485.

**CRAWFORD** a good selection of used Vauxhals in stock. A H.M.L. will purchase for cash all Vauxhals, including latest models, subject to inspection. (C1025)

**Vauxhall and other makes of used cars in good condition; let us know of your requirements.** (C1039)

**CRAMH BROTHERS (MOTORS), Ltd.**, main F. dealers, 7-15, Upper Street, Tube, Ham. 6941 (10 lines), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. (C1025)

## Vauxhall Miscellaneous Cars Wanted

**C. M. T. THE CAR MART, Ltd.**, wish to purchase Vauxhall cars—150, Park Lane W.1, Grosvenor 3431. (C1075)

**SHAW & KILBURN, Ltd.**, Vauxhall main dealers

**WILL** purchase modern Vauxhall cars

**4-6, Berkeley Sq., W.1, Grosvenor 4328** (C1018)

**ROWLAND SMITH'S**

**ROWLAND SMITH'S**, the Vauxhall buyers—Hampstead High Road, Hampstead Tube, Ham. 6941 (10 lines), immediately for good Vauxhals—H. P. Edwards, 28, Upper High St., Epsom 9400. (C1072)

## Vauxhall Miscellaneous Cars Wanted

**A. R. LINDSAY MOTORS CO., Ltd.**, main dealers, will purchase post-war Vauxhall cars—Tel. Walsingham 2760. (C1012)

**CAMDEN MOTORS** urgently require good 1938-47 Vauxhall 10, 12 and 14hp models; particulars and price required for—

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds, Tel. 2041 (5 lines). (C1055)

**7-SEATER** owned modern Limousine, requires cash private—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1008)

**MODERN** low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted, write or call—Only's Garage, Ltd., 111a, Earl's Court Rd., S.W.5, P. 0065. (C1079)

**URGENTLY** required, post- and pre-war Vauxhals, cash immediately—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-480, Edgware Rd., London, W.2, Call, write or tel. Paddington 0322. (C1039)

**BROADWAY MOTOR CO.** want the best Vauxhall! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept. at 5-15 Russell Hill, Wimbledon, S.W.19, Liberty 2494. (C1032)

**FERRARIS OF CRICKLEWOOD** buy Vauxhall saloons 10 to 14hp, good 1938 or post-war models; H.P. settled, drive in, write or phone—320-220, Cricklewood Broadway, N.W.2, Gladstone 2234. Open 7 p.m. week-days. (C1030)

## Vauxhall Spares and Service

**CROYDON AUTOMOBILE COMPANY, Ltd.**

**Vauxhall-BEDFORD** rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, drive shafts, etc., exchanged up to 50% machine list price; radiator exchange service and all other classes of work—Croydon, S.W.19, Tel. Croydon 350. (C1025)

**BEDFORD** House, 388-390, London Rd., Croydon, Tel. Thornton Heath 5276 (14 lines). (C1025)

**BROADWAY MOTOR CO.**

**W. J.** specialize in service replacement units for Vauxhals 10, 12 and 14hp models.

**GEAR** boxes, differential, units, front suspension units, engine, large stocks of Vauxhall spares.

**BROADWAY MOTORS** 401, 4-15, Russell Hill, Wimbledon, S.W.19, Liberty 2494-5-6, Stores: Liberty 320. (C1035)

**SQUIRE MOTORS, Ltd.**, of Henley-on-Thames, S. specialized Vauxhall service; cars collected and delivered by arrangement—Tel. Henley-on-Thames 430.

**K. J. MOTORS, Ltd.**—Replacement engines and vast stocks of all spares and accessories available for immediate delivery—157-149, Widmore Rd., Bromley, Kent, Rat. 3456-6-7. (C1055)

## VETERAN CARS

**OFFERS** invited for 1906 single-cylinder De Dion—Turner, Old Tannery, Cuxdon, Kent. (C1076)

**WELHAM, Veteran Car Specialist** Surbiton Hill Rd., Surbiton, Kent. 1973—Buy and sell pre-1914.

## Veteran Cars Wanted

**SUNBEAM** 1908, 10hp, state of full repair, chassis no. 10, price, etc.—Geo. H. Rutter, Ltd., St. George's Parade, Wolverhampton 24134. (C112)

## VOLKSWAGEN

**VOLKSWAGENS**, choice of four, from £350—Valentine 2098-4674. (C1071)

**COLORNE GARAGE, Ltd.** (The Volkswagen People). We are the sole distributors for Volkswagen spares in Great Britain and can supply all the spares, body spares, etc. Our workshops are fully equipped for all types of repairs in connection with this vehicle.

**COLORNE GARAGE, Ltd.**, with the largest Volkswagen clientele offer the best market for your used Volkswagen; collection and delivery from London can be arranged.

**COLORNE GARAGE, Ltd.** (The Volkswagen People), Rickley, Surrey, Tel. 2581. (C1073)

## Volkswagen Cars Wanted

**CLARKE & SIMPSON** wish to purchase the best examples—73-79, Cadoxton Lane, S.W.1, Sloane 4727. (C1046)

## Willys-Overland Spares and Service

**JACK OLDING & Co., Ltd.** Willys-Overland distributors for the United Kingdom—Service department—16, Providence Court, W.1, Mayfair 5245. (C1046)

## WOLSELEY

**EUSTACE WATKINS, Ltd.**, the London Wolseley distributors and official service station, offer the finest selection when selling used cars.

**1950** Wolseley 6-80 saloon, monotone grey, 16,000 miles, one owner, also 1949, colour black.

**1950** Wolseley 4-50 saloon, black, 16,000 miles, carefully used.

**1948** Wolseley 8 saloon, green, 15,700 miles, one owner.

**LOW** mileages Wolseleys are scarce, should your model be in stock put your name on our used car register for early notification.

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St. W.2, (Mayfair 5951) and 12 Chelsea Manor St. S.W.2 (Fleming 411). (C1046)

## RAYMOND WAY

**RAYMOND WAY OF KILBURN.**

**RAYMOND WAY, The Hire-Purchase Specialists.**

**1935** 6 Wolseley 14 4-door de luxe saloon, undoubtedly great for its age, really immaculate workbench, brown Dunlop pneumatic upholstery, all new chrome-plated radiator, taxed, 1999s.

**HIRE** purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £200 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6, R. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerian line, C1047)

## WOLSELEY

**PRIDE & CLARKE, Ltd.**

**£545**—1948 Wolseley 8 4-door saloon, black, brown leather, 16,000 miles; exceptional condition.

**THREE** months' guarantee; terms, exchanges; lists—156, St. Pancras, W.2, S.W.5, Bristol 6251. (C1054)

**PALMER'S MOTORS, Ltd.**

**1940** Wolseley 14 saloon, wireless, excellent condition, £440, exchanges and deferred terms—53, York St., Twickenham, Putneygrove 1890. (C1054)

**TOM GARNER, Ltd.** offer—

**1950** (reg.) Wolseley Super Six 25hp limousine, black, with tack cloth, loose covers, 5,000 miles only.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2. (C1020)

**WARWICK WRIGHT** offer—

**1950** Wolseley 6-80 saloon, grey, brown leather, 5,000 miles.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1, Mayfair 9761. (C1045)

**GUY SALMON AUTOMOBILES** offer—

**1950** (November) Wolseley 4-50 saloon, low mileage, ax, excellent condition, £295, Portsmouth.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

**1938** Wolseley 14hp saloon, black, excellent condition, £300.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## WOLSELEY

**1950** (October) Wolseley 6/80, crew with brown leather upholstery, condition as new. £1,125 or near offer.—144, Rushmore Rd., Ipswich. (15679)

**1935** Wolseley R. sports 4-seater saloon, 6-cyl. 14hp, 6 good tyres, engine sound, front axle, etc. overhauled, new battery, not licensed, blue-chrome. £195. Tel. Bletchley 486. 9 a.m.-5 p.m. 14025

**1937** Wolseley 12.48, black. Radio, new engine, 4 good tyres, Runabout of coil, Fram and filter, tuned and insured to Dec. 1952.—D. Stewart, Market Place, Chalfont St. Peter. Tel. Gerrards Cross 2615

**1950** (November) Wolseley 6/80 saloon, colour metallic grey with grey leather, radio and heater, exceptionally nice privately owned car, mileage 15,700. £1,175. Apply, Bruce-Wilson, West Stratton House, near Winchester. Tel. Micheldever 66. (15773)

**A & S** Limousine, 25hp, 1959, partition, 7-passenger, leather, back, certified mechanically, exceptional. £565. Also

**IMOUSINE 1941**, 25hp partition, forward occasional, L magnificent condition, black, carefully maintained. £525.

**18000** miles, 1948, 25hp limousine, black, partition, forward occasional, meticulously maintained, wonderful condition, guarantee certificate, comp. £1,225.

**L & E & SAUNDERS** (100-Limousines), Providence Court, North Audley Street, Mayfair-241. (C1006)

Wolseley 4-56 Cars Wanted

**C M** THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—520, Euston Rd., N.W.1, Eus. 1212.

Wolseley 6-88 Cars Wanted

**C M** THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gros. 5454.

Wolseley Cars Wanted

**R** ROWLAND SMITH'S, the Wolseley buyers—Hammond High St. (Hamstead Tube). Ham. 6341

**E** FURSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for good Wolseley cars.

**FURSTACE WATKINS, Ltd.**, 8, Berkeley St., W.1 (Mayfair 5991), and 12, Chelsea Manor St., S.W.3 (Finsbury 8111).

**1950** Wolseley 6/80 saloon required—Dunstable House, Winchester. (W1010)

**C** ARB immediately for good Wolseley—R. P. Edwards, 500, Old Portland St., W.1, Langham 0012. (W2005)

**C** AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds., Tel. 2041 (5 lines). (W1095)

**C** AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds., Tel. 2041 (5 lines). (W1095)

## Wolseley Cars Wanted

**A** LMOIST new Wolseley 25hp, cash payment.—Morley, 54, Stratham Hill, S.W.2. Tulse Hill 4488.

**1939** Wolseley 25hp series 1 7-seater, blue-chrome (Hamstead Tube). Open 9-7 week-days, Saturdays. Welbeck 1101-5. (10316)

**WOLSELEY Sales and Service**—Ramsey Motors Ltd. 242-248 High St. Barnet 5240. (0707)

**T** OR Wolseley service consult the Wolseley specialists. W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 9961.) (0473)

**B** LAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool 1, Tel. Royal 6622. (7757)

**B** ARKERS MOTORS (LONDON), Ltd. Tel. Balham 1006, for Wolseley spares, sales and service. 719, Balham High Rd., S.W.17. (10525)

**E** FOSTACE WATKINS, Ltd. Chelsea Manor St., S.W.3 (Finsbury 8111) for Wolseley service, complete overhauls coachwork and reconditioned engines. (0277)

**R** HARDY & SON, 55, Marylebone High St., W.1. Wolkeck 1101. Spares reconditioned units, service and repairs for all Wolseley 1937-1951 models. (10316)

**B** ROCKHURST GARAGE—Harrow agents for Wolseley sales service reconditioned units.—Oxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsby 561. (0204)

## MISCELLANEOUS CARS

**R** AYMOND WAY, the hire purchase specialists. HERE are six cast-iron reasons why everybody's going to RAYMOND WAY.—

**1** 200 used cars under £400 always available.

**2** We can quote the most competitive prices obtainable because of our huge turnover.

**3** Unequalled hire purchase terms.

**4** Satisfactory exchange prices on your car, 3-wheeler or motor cycle.

**5** Every used machine carries our unique three-month guarantee.

**6** Every machine is plainly marked with price year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.4, Maids Vale 6084, connecting all branches and departments (Kilburn Park Station 150 yards).

**R** OBEINS, 98, Upper Richmond Rd., Putney, always sell good cars, send for list, established 29 years.

**L** ARGEST stock of superior small h.p. cars in the Midlands at prices from £35-£450.—Midland Motor Co., Traffic St. (Island), Derby (1 minute bus station). Tel. 2348 Open 9-5 p.m. (1134)

**"THE Autocar Handbook: A Complete Guide to the Modern Car."** Twentieth Edition. The completely revised edition of this popular handbook for the modern car reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of car-type cars are also described in full. 245 pages, over 200 illustrations. Price 5/- net. By post 5/3 from all booksellers or The Publishing Dept., Dorset House, Stamford St., London, E.C.1.

## Miscellaneous Cars Wanted

**R** ROWLAND SMITH'S, the car buyers—Hammond High St. (Hamstead Tube). Open 9-7 week-days, Saturdays. Hamstead 6341 (10 lines). (10996)

**I** F you wish to sell your car for cash write, 'phone or call. **G** EORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1, Euston 4866. (W2053)

**R** S. CURRIE & Co., Ltd., are cash buyers of all good low mileage, small h.p. vehicles.—105, Westbourne Grove, Bayswater, W.2. Hayswater 0065. (W1065)

**B** ROADWAY MOTOR CO. want the cream of second-hand cars. Owners of low mileage 12hp to 12hp post-war models and of really good pre-war cars should consult: Sales Dept. at 5-13, Russell Rd., Wimbledon S.W.19, Liberty 2594. (10653)

**N** AYLOR & ROOT, Ltd., are cash buyers of Austin 10 Flat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley—25, East Hill, Clapham Junction, S.W.19, Brompton 3472. Open 9 a.m. each week-day, including Saturdays. (10587)

## MOTOR CYCLES FOR SALE

**S** A. CHILDS, Ltd.—King and the leading motor cycle sale specialists, offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. (10541)

## MOTOR HEARSES

**A & S** Offer highest quality Hearses—Mechanically guaranteed with lined certificate—Inspection only. (10541)

**A** USTIN 1939/25hp Beaver Hearse, certified mechanically, exceptional condition, 10-cyl. 4-beater full Humber 1952 unlicensed Phase III, 4-beater full 10-cyl. Hearse, latest exclusive avian equipment.

**R** OLLS-ROYCE Modern 25hp Coachwork, 5-cyl. Deck Coachwork, lavishly equipped, exceptional outfit.

**R** OLLS-ROYCE 1935 Phantom II equipped 1938 1940 five door partition, 6-seater sweep, full Coachwork, main front outfit. £1,565.

**R** OLLS-ROYCE Phantom III (late 1937) partition, 5-door 6-seater, main front streamlined 1955 Coachwork, lavishly equipped, total mileage 35,000, reasonable cost.

**L & E & SAUNDERS** (Limousine and Hearse Specialists), Providence Court, North Audley Street, Mayfair-241. (W1006)

**W** OODALL, NICHOLSON, Ltd., build the best hearses in the country, second-hand hearses usually in stock, established 1886.—Well Lane, Holford, Tel. 4231. (0765)

**A** RTHUR MULLINER, Ltd., invite enquiries for the new Humber Pullman, Austin Sheerline and Austin 16hp chassis, deck body, or pedestal type supplied. (10583)

**B** RIDGE St., Northampton. Tel. 807. (10508)

## MOTOR CRUISERS

**C** ARBLY CRUISER, 300, 5-berth twin, Vedette 5-cyl. 1947 1959, £1,475.—C. C. Bushell & Co. (London), Ltd., 137, Euston Rd., London, N.W.1. Telephone Euston 5226 (5 lines). (C1065)

This section closes for press at 10.0 a.m. on Fridays

## COMMERCIAL VEHICLES

**A** USTIN A40 vans.—**1949** (Aug.), £525; 1948 (Nov.) £475; carefully used.—Campbell Simmonds, Wembley 6282. (C1037)

**R** OUNDAUBOUT OFFER—**1950** Vanguard pick-up in really first-class condition throughout. £445. (W4040)

**R** OUNDAUBOUT OFFER—**1950** Vanguard pick-up in really first-class condition throughout. £445. (W4040)

**G** UY ALFRED & Co. offer—**1950** Ford 5-cyl. 11,000 miles, 6-7 Warren St., W.1, Euston 298. (M1005)

**M** ORGANS GARAGE (HOUNSLOW), Ltd., offer—**1950** Standard Vanguard van, black, 16,000 miles, bench type seat, immaculate condition; £675.

**1946** Morris 10-cyl. van, black, up-ride, recently completely overhauled. £550.

**1949** Commer Q25 25-cyl. van with sliding doors at front, moderate mileage, very carefully used. £580.

**1946** Bedford 6-cyl. van, very good condition throughout. £545.

**M** ORGANS GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow, Tel. Hounslow 442-2. (1593)

**I** MEDIATE delivery new Austin 25-cyl. 5-3/4 van. **N** EW Austin 25-cyl. chassis and closed back cab. **N** EW Austin 25-cyl. chassis and open back cab.

**Y** OUR old vehicle taken in part-exchange; hire purchase arranged. **A. SAUNDERS, Ltd.**, Austin House, Castle St., Worcester. Tel. 2568. (M4085)

**1950** (Oct.) Fordson 5-cyl. van, 4,600 miles; £510. **B** REW BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7. Ken. 2466. (12232)

**N** EW Austin 25-cyl. chassis, immediate delivery with various bodies. **M** ESSRS TANNER BROS. MOTORS, Ltd., 971-5, Fulham Rd., Fulham, S.W.6. Remora 444-5. (1593)

**1949** Trojan 12-cyl. standard van, 10,000 miles, very good condition; £595. **B** REW BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7. Ken. 2466. (12232)

**F** OR sale, Ford 5-cyl. 1947, good van; good conversion and condition. £450.—To Niss, 6755. (1593)

**J** OWETT main agents have a selection of used Bedford vans and utilities for sale at very reasonable prices.

**G** THAMES, Ken. 2241. (C4055)

**1950** (Sept.) Ford 5-cyl. van, 14,500, unwritten, perfect. £575.—Newman House, Farnham. (1949)

**1950** Fordson 10-cyl. van, 15,000 miles. £575.—Synnards, 23, The Drive, Bengeo, Hertford. Tel. 2687. (2159)

**1950** Morris J 10-cyl. van, one owner, excellent condition, £550, 6-months' guarantee, terms and exchanges.

**J** ACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hammersmith, Mountains 2528 and 5774. (C4054)

**1948** late, Ford 5-cyl. green, one owner, taxed, excellent condition. £360.—42, Woodcote Rd., Wallington, Surrey. (1052)

**1950** Vanguard van, immaculate throughout, 14,000 miles, guaranteed. £595.—Harcourt Motors, Chancery St., Leamington 1804. (1740)

**B** RADFORD vans for sale, serviced by us, main agents since 1922.—Buntine's Motor Exchange, Bonners Lane, Harrow. Tel. 622-8. (C0984)

**1950** 5-cyl. Fordson, mileage under 10,000, steel flooring, taxed, as new; £445.—Radio Chemicals, Ltd., Putney, London. (1594)

**J** OWETT main agents for the Bradford 8-10-cyl. vans and light trucks—Saxon Jeffries, Ltd., 31, Wilton Rd., Didsbury, Manchester 20 Tel. Didsbury 314. (1040)

**1950** Austin 25-cyl. three-way loader, special value, in excellent condition, exceptional gear, Speedy Motor Court Motors, High Rd., Wembley 0206. (C4050)

**A** USTIN 25-cyl. van 5-cyl. loader, reg. December 31, 1949, (ex reg. D.D.) van, order throughout. £415 or near offer for quick sale.—K. Lowe, 80, Amptill Rd., Putwick, Berks. (2682)

**B** RADFORD vans, trucks, utilities, selected vehicles available, guaranteed after works services.—H. A. Sanders, Ltd., 144, Oldiers Green Rd., N.W.1. (C4043)

**1951** Morris 10-cyl. J type, 9,000 miles, shock unwritten, list price, plus 10%, subject to covenant.—Mansfield Autos, Ltd., 21, Griffin Mews, W.1. Tel. Finsbury 250-4. (5017)

**1948** Fordson 5-cyl. van with windows and extra seats, exceptionally good condition throughout. £400.—Beardmore Service, 20, Queensway, Bayswater, W.2. Bayswater 0136. (M1015)

**1946** Bedford 10-cyl. van, reconditioned engine, written, recent reconditioned engine, serviced regularly, had every attention; bargain. £515.—49, Sutton Rd., Southend, Essex. (1583)

**1948** 10hp Austin Pick-up Utility with folding occasional seats, immaculate in appearance and condition, excellent chassis. £475.—Box 0416, 1868 Main, 155, Creekwood Broadway, N.W.2. (2M022)

**1950** Morris van 5-cyl. coachwork as new, whole vehicle in excellent condition, any trial or inspection. £350 or near.—D. C. Bushell & Co., Ltd., Agricultural Merchants, Camberley, Surrey. (15335)

**1950** Standard Vanguard van, recently serviced, plain maroon, used as car only, radio fitted, licensed and insured to end of the year; seen by appointment or Eastern Counties, 4775.—Box 0416, 1868 Main, 155, Creekwood Broadway, N.W.2. (2M022)

**1949** Standard Vanguard van, colour pearl grey, fitted with heater and in good condition; any reason for sale, price on delivery, price £550. Apply J. Cooke, New Stables, Ingestre, Stafford. Tel. Weeton (Staffs) 277. (15774)

**395** cwt.—Ford 5 May 1949, 5hp utility van, maroon, standard body with glass windows, plain black rimmed wheels, one careful owner, small mileage, exceptional condition, terms, cash or credit, list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 0441. (C4018)

**R** EQUIRED urgently.—Morris 10-cyl. van, low mileage preferred. **L** YNK, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.4. Mount Pleasant 4475. (10541)

**W** ANTED, 1947-50 Fordson 5-cyl. and 10-cyl. vans—Arthur E. Gould, 200-20, Regent St. W.1 and 6-14 Meard St., Soho W.1. Lancham 1954-5. (10102)

**B** US Operation: Principles and Practice for the Transport Student, Second Edition, by L. D. Kitchin, A.M.I.A.S.T. Sets out the basic procedure in the writing of bus and coach undertakings in the form of an instructive, connected story. This book for students covers the whole of the road passenger requirements of the R. & A. diploma, and also the full details of examinations. 178 pages, 10.5 net, by post 10.11 from The Publishing Dept., Dorset House, Stamford St., London, E.C.1. (10541)

# NEW AND USED CARAVANS, TRAILERS, ETC

## NEW CARAVANS

**PRIDE & CLARKE, Ltd.**  
CARAVANS for home or holiday.  
LARGE selection in our spacious showroom; from £175; agents for Berkeley, Wilbury, Raven, Alston, Spryte, immediate delivery; terms offer 3 years; also available; brochures free—237 Brixton Hill, S.W.2, Tel. 3664.

**A CARAVAN telegram**  
(To save a bit of money!)

U.K.'s biggest distributor; largest stock vans; only unconditional year a guarantee; free van rent, etc. Caravan Residents' Association guarantee site most desirable; 10 articles, photographs, free, write, Dept. A.C. Caravan, make it your duty to buy from me. Write to all—A. S. Jenkinson, Ltd. (our equal selection London branch), 30 Oxford St. (corner Burlington Place), Tel. Langham 5068/7; 2 minutes from Tottenham Court Road Tube Station; open till 9 p.m. seven days a week; Bath Road, Taplow, Bucks, Tel. Nidenhead 3434/5; always open, open to lunch—Hall on Main A1, 4 minutes from High Wycombe Station, 4 mins; now open, Hammermith Branch, Corner of Sussex Place and Hammermith Bridge Rd. W.4, one minute Hammermith Broadway. (M204)

**CARAVANS:** Bergerie, Wilbury, Challenger, Defiant, Raven, Merlin, Falcon, Sunbeam, Bantam, etc.; h.p. terms and prices from £195; these new vans on view at **SURREY CAR Co., Ltd.** 44 Richmond Rd., Kingston-on-Thames (100 yds. Kington Station). Tel. 5340. Also large display at Walthamstow, Tel. 2115. 11777

**A CARAVAN** sale, great reductions, 30 quality vans to choose from, inspect or write for leaflets, price lists, H.P. terms, etc.—Colin's Caravans, Bath Rd., Aldermaston, Reading, Berks. (0331)  
**NEW** Statesman, £1,065; other Bergeries from £1,399.13; new (under 4-berth) de luxe, £399.10; 4-berth £212; Safari, £500; touring, hire purchase—Janet's Caravans Ltd., Burslem, Tel. 2115. 11777

**£175**—Sprite Colt, 3 berths; £230—Sprite 4, 4 berths; 111C, £230—Sprite Major, 4 berths, 1947, all ex-works, imported machines, gas lighting and cooking. View at Purfords, Ltd., 160, Potters St., S.E.13, Tel. Woodwich 3454. (M2018)

**CHALLENGER** de luxe, £395, large living van, 4-berth and equipped, fold-away bed, fibre-rocker, hot water tank, Defiant, 10ft X 7ft 6in, 4-berth and kitchen, 2 doors, gas equipped, (interior) springs, grand living or holiday van, £295; h.p. available—Lark Caravans 669 High Rd., Tottenham, N.17, Tel. 2303

**A** 8 distributors of all leading makes of reliable caravans we offer quick delivery of Statesman, Conquer, Consul, Marston, Invictor, Woodley, Haven, Cultiva, Campmaster, London, etc.; we can offer the most attractive hire purchase terms and arrange delivery and sites with water and sanitary facilities. Write for free copy of Caravan Catalogue.

**WATFORD CARAVANS, Ltd.,** Hall Park Garage, Watlington, Tel. Berkhamsted 1970. 71. (0053)

## NEW CARAVANS

LONDON CARAVAN Co., Ltd.—one of the World's largest and oldest established distributors and agents for caravans of repute. Stockists of National Caravan Council approved models. If you cannot call please write or phone for full information now to our head office at Bartol By-pass, Elstree (1165 and 1564) or "Court Mount," Canterbury Rd., Birmmington-Gt-Sou, Thane 4167. (0594)

## SECOND-HAND CARAVANS

**CARAVAN bargains:**—

**SPECIAL** offer of slightly used caravans with aluminium interiors.

**1949** Berkeley Ambassador; £675

**1951** Campmaster Major; £625.

**1948** Berkeley Baronet; £525.

**1948** Globe 16ft 4-berth; £555.

**1951** Bluebird Challenger; £565; also

**1951** Terracorch de Luxe; £595.

**1951** The above are all offered complete with gas and new

toilet and 100-mile free delivery.

**A LEO** wide range of new caravans of most popular

models at prices from £234.

**CHRISTINE'S CARAVANS (F. Haigh & Son),**

Freiston, Barton, Lincs. Tel. Mablethorpe 201.

**SEVERAL** good caravans at less than half price, in

excellent order—Lawton-Goodman, 135, Clack-

land Broadway, W.W.2.

**CARAVAN** Berkeley Ambassador, 1949, perfect condi-

tion, 4-berth, fully equipped, offers—Chenister,

Shotfield Cottage, Sundridge, Kent.

**SLIGHTLY** used holiday caravans: 1951 Berkeley

S Messengers, several from £315; 1952 Paladin Win-

domb, unused, £295; 1952 Doreale all-metal 16ft built-

weight, £335; 1952 Wilbury Standard, £299; several

small new Sprites, etc., from £178; please send for

full list, h.p. terms, 25% deposit, balance one, two

or three years; we also offer the best part exchange

service—Crescent and Cresco, Ltd., Caravan Distribut-

ors, Werrington (Tel. 297), Peterborough. (15730)

## CARAVANS FOR HIRE

**MOBILE** 1951-52 caravans for hire, large choice up

to six berths—Sparrow, "Finsley," Onar Rd.,

Dunelm, Essex. Tel. 16897

**HIGH-CLASS** mobile caravan hire fleet, latest models,

specialized service—Stroh, Pendower House, West-

field Rd., Bishop's Cleeve, Tel. 901. (16955)

## CARAVAN AND CAMPING SITES

**ELSTREE** and Birmingham—one of Britain's

finest caravan sites—London Caravan Co., Ltd.,

Barter By-pass, Elstree (1165 and 1564) and "Court

Mount," Canterbury Rd., Birmmington-Gt-Sou, Thane

4167. (0594)

## CARAVAN EQUIPMENT

**CARAVAN** tapestry spring interior mattresses, 6x2

£4/19/6—Alley 73 Eastfields Rd., Mitham,

Surrey, Mat. 3627. (12538)

**WORTH** caravan and trailer, chassis undercar,

couplings, jacks, jockey wheels and all component

parts; write for lists—Jerry Wadsworth & Son, Ltd.,

Rippon, Yorkshire. (0095)

**HOLDER-GRAISELEY** caravan chassis, axles, ball

couplings, jockey wheels, etc., sound design and

superior workmanship—The Holder Chassis Co., 245,

Waterhampton Rd., Heath Town, Waterhampton, 10411.

**WINDOWS** lightweight frames in polished alloy

strong, durable and smart finish, all sizes hand

and custom. enquiries to manufacturers—The British

Steel Frame Co., Ltd., 139, Cambridge Heath Rd.,

London E.2. Mischepate 9611-3. (10142)

**ALCRAPT** fittings for caravans, Small aluminium

filled sinks 30", with draining board, ply-backed

50", complete unit £4 aluminium sinks, 30", 4ft car

spring mattresses, 30" deep, 11ft 6", complete sets made

to order; flowered patterned crotonas as used aircraft

interiors, beautiful colouring, 7/6 yd; everything for

caravan builders, 2/6 yd; see sundries list—Wings, 195,

High St., West Wickham, Kent. (0972)

## CARAVAN ACCESSORIES

**CAR** makers approve Winter towing brackets—Witter,

134, Foregate St., Chester. 4. (0579)

## TRAILERS

**HIGH** speed, low hung, all-steel luggage trailer, un-

used; £65-135, Clackland Broadway, N.13. (M2022)

**PRATT** trailers, 3- to 6-cwt carrying capacity for

touring, camping, farming, etc.; write—Pratt

Engineering Co., Northallerton, Yorks. (0547)

**LONDON** stockists for Brookhouse and Tashers trailers

for private and commercial purposes; delivery from

stock; trailers available for hire—Jarvis & Sons, Ltd.,

Morris House, Morden Rd., S.W.19. Liberty 5221. (0161)

## CARAVAN JOURNALS

**CARAVAN** topics—Owners of mobile homes will find

many helpful features in their own monthly maga-

zine, "Modern Caravan." Bright, informative articles,

news and views, practical suggestions, bumper, a

favourite with all caravanners; 7/6 from bookstalls, 1/3

by post from 17s, Great Portland St., W.1. (0529)

**IF** as a motorist you value "The Autocar," then as

a caravanner you want "The Caravan" for 18

years the guide and friend of caravanners, old hands

and novices, the original and biggest caravan magazine,

expert and enjoyable, 1d monthly from your news-

agent or by post 12s a year from—A. C. Hurt, Publisher,

Caravan Publications, Link House, 24, Store St., Lon-

don, W.C.1. (0603)

# NEW CARS FOR SALE

## ALLARD

**ARTHUR R. GOULD, Ltd.** 280-282, Regent St., W.1. 8-14, Meard St., Soho, W.1. LAMHAM 1594-5.

**MAIN** distributors for all Allard models.

**PHONE** or write for details or demonstration. (0480)

## ALVIS

**SCOTLAND.**

**ALVIS** sales, spares and service.

**JAMES H. GALT, Ltd.**, the Distributors, 32, Wood-

lands Rd., Glasgow, G.3. Tel. Douglas 7398. (0751)

**CHARLES FOLLETT, Ltd.**—Alvis repair specialists.

**OFFICIAL** Alvis spare parts stockists.

**TRADE** supplied.

**SERVICE** Barnsdale Yard, off Elgin Avenue, W.5.

Tel. Cunningham 5936-7-8. (0507)

**MANCHESTER**—Alvis main agents; sales and ser-

vice—A. Freeman, Ltd., Grosvenor Cottage,

Burton Lane, Mct. 19, Rus. 2874-5. (10925)

## ARMSTRONG SIDDELEY

**PASS & JOYCE, Ltd.**, (01016)

**LONDON** and district distributors for the new dis-

tributive Armstrong Siddeley car. (0711)

**184**—186, Great Portland St., London, W.1. Museum

1061.

**HENLY'S**, Ltd. I-5, Peter St., Manchester—Arm-

strong Siddeley distributors for Lancashire and

part Cheshire, Tel. Blackfriars 7943. (0603)

## ASTON MARTIN

**HAROLD RADFORD & Co., Ltd.**, officially appointed

Aston Martin retailers. Sales and service at Melton

Court, South Kensington, London, S.W.7. Kensington

5642 (5 lines). (053047)

## AUSTIN

**THE CAR MART, Ltd.**, London Austin Distributors,

accept orders for delivery in rotation—297, Euston

Rd., N.W.1. Euston 1212. (10551)

## AUSTIN

**AUSTIN** Sherline special limousine.

**CALL** and inspect this car at the official agents.

**MORRIS & Co.**, 29-31, Edgware Rd., Marble Arch,

London, W.2. Pad. 3075-6. (0963)

**IMMEDIATE** delivery new Austin Sherline saloon.

**IMMEDIATE** delivery, new Austin 16hp hire car.

**YOUR** old car taken in part-exchange; hire purchase

arranged.

**A. SANDERS, Ltd.**, Austin House, Castle St.,

Worcester, Tel. 2568. (N4005)

**ORDERS** accepted for future delivery—Pride & Clarke,

Ltd., 237, Brixton Hill, S.W.2. Tel. 3664. (0733)

**BREW BROTHERS, Ltd.**, agents for Austin cars, sales

and service—133, Old Brompton Rd., S.W.7. Ken-

nington 2468. (0710)

**A90** saloon, new; list price; almost immediate de-

livery—Sutton Court Motor Co., Ltd., Chis-

wick, London, Chiswick 0911. (15752)

**L. F. DOVE, Ltd.**, main dealers and vehicle distribu-

tors Austin, See all the models at 111-115, Addi-

combe Rd., Croydon, Addcombe 8066. (N1077)

**SHERLINE** saloon and A90 saloon for immediate

delivery; orders accepted for Somerset and Here-

ford—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2.

Tel. 3664. (0733)

**AUSTIN** Sherline limousine, new 1952 model; avail-

able from stock for immediate delivery—Hale's

Motor Co., Ltd., Austin House, Grand Rd., South-

ampton, Tel. Portsmouth 5220. (15723)

**AUSTIN** hire car, "seater with glass division and

forward facing occasional, available from stock for

immediate delivery—Hale's Motor Co., Ltd., Austin

House, Grand Rd., Southampton, Tel. Portsmouth 5220.

## BENTLEY

**CAR MART, Ltd.**

**OFFICIAL** retailers, will be pleased to accept orders

for future delivery for the Bentley Mark VI, with

standard of special coachwork.

**CAR MART, Ltd.**, Grosvenor House, 150, Park Lane,

W.1 (corner of Piccadilly), Grosvenor 3434. (N1059)

**RIPON** Bros., Ltd., the largest Bentley and Rolls-

Royce distributors of Mark VI Bentley and Rolls-

Royce cars fitted with special coachwork; Rolls-Royce

specialists since 1905—Ripon Bros., Ltd., Hudders-

field 5340. (0313)

## BENTLEY

**CROSE, Ltd.**, Northampton.

**OFFICIAL** Bentley retailers.

**SHOWROOMS** and service.

**MAREFAIR**, Northampton. Tel. 4540. (0659)

**DAVID ROSEFIELD, Ltd.**

**OFFICIAL** Manchester Bentley and Rolls-Royce

retailers.

**SHOWROOM:** 76, Deansgate, Manchester.

**PHONE:** Blackfriars 4842.

**SERVICE** station, Cheetham Hill Rd.

**M** MANCHESTER, 3, Tr., Blackfriars 2302. (10506)

**A ROLAND OF MANCHESTER.**

**OFFICIAL** Bentley and Rolls-Royce retailers.

**SHOWROOM** sales and service.

**DEMONSTRATION** car available.

**WILLIAM ARMOLD, Ltd.**, Upper Brook St., Man-

chester, 13, Tel. Aldwick 4561. (10517)

## BOND MINICAR

**RAYMOND WAY.**

**RAYMOND WAY**, of Kilburn.

**RAYMOND WAY**, The Bond Distributors.

**1952** Bonds for early delivery; special service

department parties for Bond users.

Bond-trained service manager; spares for all models;

free advice to all Bond enthusiasts; apply for demon-

stration to our new Post-War Car Department—2, Burn-

Bridge, N.W.6. Maids Vale 6044 (20



## NEW CARS FOR SALE

## BOND MINICAR

**LOXHAM'S OF BLACKPOOL**—Bond Minicar main agents, immediate delivery. 90mhp.—Whitegate Drive, Blackpool, Lancs. 794. (1740)  
**CLAUDE RYE, Ltd.** have the 1952 Bond Minicar in stock for immediate delivery, choice of colours, terms 12 months. Pay deposit and drive away! Don't wait for the spring, make use of one of these now.—Write for catalogue and full details—895-921, Fulham Rd., London, S.W.6. Broom 6174. (1075)

## BRISTOL

**A.F.N., Ltd.**  
**OFFICIAL Bristol retailers.**  
**FALCON Works, London Rd., Isleworth.** Tel. Hounslow 0011. (N2015)  
**ARNOLDS OF MANCHESTER.**  
**DISTRIBUTORS of Bristol cars.**  
**SPARES, sales and service.**  
**DEMONSTRATION car available.**  
**WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13.** Tel. Ardwick 4561. (10516)  
**KEVILL DAVIES & MARCH, Ltd.**  
**OFFICIAL Bristol retailers.**  
 41—42, Hay's Mews, Berkeley Sq., W.1. Oro. 2563. (10295)  
**SCOTLAND and Northern England;** consult the enthusiasts—James H. Clark, Ltd., The Distributors, 31 Woodlands Rd., Glasgow, 3. Tel. Douglas 7596.  
**ANTHONY CROOK**—Latest models 401 with all A modifications on view now at Anthony Crook Motors, Ltd., head office distributors of Bristol cars, Caterham Hill, Surrey, Tel. 2252-5. (10534)

## BUICK

**BUICK**—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Aldermole St., London, W.1. Tel. Regent 7121. (10536)  
**CADILLAC**—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Aldermole St., London, W.1. Regent 7121. (10536)

## CHEVROLET

**DISTRIBUTORS for London and Home Counties** require good Chevrolet cars—Britnall & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5566. (N1077)

## DELAWARE

**SELBORNE (MAYFAIR), Ltd.**—Concessionaires for G.B., Brit. Empire, U.S.A.—52, Park St., W.1. (10661)  
**SELBORNE (MAYFAIR), Ltd.**—Concessionaires for G.B., Brit. Empire, U.S.A.—52, Park St., W.1. (10662)

## DELOW

**WHEELERS (NEWBURY), Ltd.**  
**YELLOW distributors for Berks and Hants;** sales service and spares, demonstration cars.  
**WHEELERS (NEWBURY), Ltd., The Broadway, Newbury.** Tel. 1020. (10405)  
**GORDON GARR (DULWICH), Ltd., Dellow distrib.**  
 buton for London and South-Eastern Counties, sales service and spares—35-55, East Dulwich Rd., London, S.E.22. New Cross 9456. (10810)

## FORD

**ORDER your new Ford from Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2, Tel. 3664.** (13791)  
**ORDERS accepted for future delivery—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2, Tel. 3664.** (10754)  
**ARTHUR & COULD, Ltd., main Ford dealers;** sale, Regent St., W.1 and 5-14 Meard St., Soho, W.1. (Canton 1894-5. Service, Minerva House, Chancery St., W.C.1. Museum 6073. (10656)  
**F. H. PEACOCK, Ltd., main Ford dealers—Sales and service** comprising insurance—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Poard Rd., Folkestone, Folkestone 51222 (2 lines). (10389)

## FRAZER NASH

**REQUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Mile Midge and drop head coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. (10478)**

## HEALEY

**IN stock for immediate delivery, brand new 1952 model 2.4-litre Healey 2-door Tickford saloon, colour grey, red leather upholstery, white piping.**  
**A black, red leather.**  
**J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3.** Tel. Deansgate 455-5. (10456)  
**1952 Healey with Tickford sports saloon body,** maroon and beige trim, for quick delivery.  
 Full details, Northampton Motor Services, Ltd., Northampton, Tel. 2862. (10058)

## H.R.G.

**HAROLD RADFORD & Co., Ltd.,** sole distributors for London and Home Counties—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (N3047)

## HUMBER

**ATOMOBILE & AIRCRAFT SERVICES, Ltd.** (Routes A Group dealers, offer—  
**HUMBER Imperial** new and unregistered, immediate delivery, list price £450.  
**MARLBOROUGH Works, Kenton, Tel. Wordsworth 5656 and 5658.** (N1009)  
**FOR delivery July, new Hummer 1.5 b.h.p. chassis, fitted dual purpose, Tickford de luxe estate body—Buntings, Tickford Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3534. (N4258)  
**NEW Hummer Pullman 7-passenger limousine and Hummer Imperial 7-seater saloon without division** available for immediate delivery; write for brochure and fullest of details; your present car taken in part exchange.  
**ARTHUR MOLLINER, Ltd., Bridge St., Northampton.** Tel. 507. (N3019)**

## JAGUAR

**HENLY'S, Ltd.,**  
**ENGLAND'S largest Jaguar distributors.**  
**DEVONSHIRE HOUSE, Piccadilly, W.1. (Grosvenor 4444)**  
**HENLY House, 385, Euston Rd., N.W.1. (Euston 4444)**  
**MANCHESTER: 1-5, Peter St. (Blackfriars 7843).** 10153  
**COOMBS & SONS (GUILDFORD), Ltd.,** for Jaguar sales and service.  
**MAIN agents for South-West Surrey—St. Catherine's Garage, Guildford 6207-9.** 10244  
**JOWETT**

**HM BENTLEY & PARTNERS, Ltd.,**  
**JAVELIN, Jupiter and Bradford main agents.**  
**SPECIALISED sales, service and spares available.**  
 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. 10579  
 Spares and Service. Sloane 9447.  
**OWITT Sales and Service.**  
**CLARKE'S OF PIREBRIGHT, automobile engineers—Pirbright, Surrey.** Tel. Brookwood 2201-2-3. 10279  
**ARNOLDS OF MANCHESTER.**  
**MAIN agents for Jowett Javelin cars and Bradford vans.**  
**SPARES, sales and service.**  
**DEMONSTRATION car available.**

**WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13.** Tel. Ardwick 4561. 10519  
**HAROLD RADFORD & Co., Ltd.,**  
**JAVELIN and Bradford main agents.**  
**SALES and Service.**

**HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7.** Tel. Kensington 6642 (5 lines).  
 Come to the specialists for anything Jowett.

**ODEON MOTORS, Ltd., Barnet, Herts.** Tel. Barnet 4103.  
**JOWETT—East Surrey's leading agents for Javelins and Bradford vans—Carr Bros., High St., Purley, Updell 4612.** 10294

**KINGSTON-ON-THAMES main agents for Jowett, Javelin and Bradford vans—G. W. WILKIN, Ltd., Tottenham Park, Kingston 2241-2.** 10294

**JOWETT main agents for Manchester—Saxon J. Jeffries, Ltd., 32 Wilmslow Rd., Didsbury, Manchester 20.** Tel. Did. 3446, 3540. Spares in stock. 10422  
**WIMBORNE & Co., Ltd., Headford Place, S.W.1,** offer complete service and spares for Bradfords and Javelins—Service, Sloane 0151. Sale, Abbey 6566. 10167

**RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercial, spares, sales and service—Eastern Arm, Great Cambridge Rd., Tottenham, N.17.** Tottenham 1926, 7531. 10294  
**EDINBURGH—Jowett Javelin and Jupiter cars and Bradford commercial vehicles; full range of spares, quick service—Eastern Motor Co., Ltd., Main Avenue, 52, George St., Edinburgh.** Tel. Central 6294. 10209

## KAISER-FRAZER

**KAISER-FRAZER concessionaires for Great Britain;** sales service, corps diplomatics and U.S. personnel supplied direct from U.S.A.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. 10509

## LAGONDA

**H. W. MOTORS, Ltd.,**  
**DISTRIBUTORS for Lagonda cars; orders accepted for early delivery**  
**H. W. MOTORS, Ltd., Walton-on-Thames 785 & 1257.** 10609  
**HAROLD RADFORD & Co., Ltd.,**  
**OFFICIALLY appointed Lagonda retailers.**

**SALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6642 (5 lines); 104, Poard Rd., Folkestone.** Folkestone 51222 (2 lines). (10389)  
**PIPPBROOK GARAGE—We are officially appointed agents for Lagonda and Aston Martin cars—London Rd., Dorking 3591.** 10159

## LEA-FRANCIS

**WHEELERS (NEWBURY), Ltd.,**  
**LEA-FRANCIS distributors for Berks, parts of Hants and Wiltshire; sales and service.**  
**WHEELERS (NEWBURY), Ltd., The Broadway, Newbury.** Tel. 1020. 10456  
**WHEELERS' Yorkshires distributors of Lea-Francis cars—Marshall's (Hallifax), Ltd., King's Cross Rd., Halifax.** Tel. 5044. 10470

**ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products—130, Deansgate, Manchester.** Tel. Deansgate 4795. 10043  
**LEA-FRANCIS, Birmingham and Midlands distributors—Henry Garner, Ltd., Showrooms, 221, High St., Derwent, 12, Works; 108, Alcester Rd., Moseley, 13.** 10274

## MORGAN

**BASIL ROY, Ltd., Morgan distributors, orders now accepted—161, Gt. Portland St., W.1. Langham 7753.** 10510  
**MORGAN Plus-4 distributors; send a.s.f. for full specification—Motors Ltd., (London), 31, North Rd., East Finchley Station, N.4. Tudor 2301-2.** 10135

## MORRIS

**ORDERS accepted for future delivery—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2, Tel. 3664.** 10755  
**NASH**

**NASH cars, spares and repairs through Nash Concessionaires, Ltd. only—Nash St., Albany 95.** 0562  
**NEW CARS FOR SALE**

## OLDSMOBILE

**DISTRIBUTORS (RAWLINS), Ltd.—Sales, Service and Spares—Bladly Heath Garage, nr. Linsell, Surrey.** Tel. Linsell 350-1. 10623  
**OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600.) Service Workshops and Spare Parts, 7, Fernside Villas (nr. Westbourne Grove), W.11. (Bayswater 6236-7.) 10287**

## OPEL

**JANCAHIRE and Cheshire distributors for Opel sales, service and spares.**  
**ROBEVOR GARAGE, Burnage Lane, Manchester.** 19, Rue, 2674-5. 10199

## PEUGEOT

**TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5398.**

## PONTIAC

**PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Faxman 7732-4.** Also at Pontiac Works, Farnham Rd., Ascot, Berks. 10053

## RENAULT

**RENAULT distributors for Birmingham—Henry Garner, Ltd., Showrooms: 221, High St., Derwent, 12, Works; 120, Alcester Rd., Moseley, 13.** 10274  
**METROPOLIS GARAGES, Ltd., the Renault distributors for sales, service and spare parts for all models—1-31, Macmillan Rd., (Olympia), W.14. (Sloane 5385-6-7.) 10274**

## RILEY

**RILEY distributors Wembley and district—Your enquiries invited—Montrose Motors Wembley 2636.**  
**RILEY distributors for the West Riding of Yorkshire; The Paramount (Hull) Motor Co., Ltd., 5, New York Rd., Leeds, 2. Tel. 5017.** 10551

## ROLLS-ROYCE

**CAR MART, Ltd.**  
**OFFICIAL retailers, will be pleased to accept orders for future delivery for the Rolls-Royce Silver Wraith with all types of coachwork.**  
**CAR MART, Ltd., Quaker House, 1450, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. (N1009)**

**GROSE, Ltd., Northampton.**  
**OFFICIAL Rolls-Royce retailers.**  
**SHOWROOMS and service.**  
**MAREPAIR, Northampton.** Tel. 4540. 10520

**DAVID ROSENFELD, Ltd.,**  
**OFFICIAL Manchester: Rolls-Royce and Bentley retailers.**  
**SHOWROOMS: 76, Deansgate, Manchester.**  
**PHONE: Blackfriars 4942.**

**SERVICE station: Chetnam Hill Rd.**  
**MANCHESTER, 8, Tel. Blackfriars 2302.** 10641

**RIPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905—Ripon Bros., Ltd., Huddersfield 6540.**

## ROVER

**HENLY'S, England's Leading Motor Agents.**  
**ROVER distributors.**  
**DEVONSHIRE HOUSE, Piccadilly, W.1. (Grosvenor 4444)**  
**HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).** 10134

**COME to the pre-war specialists for anything Rover.**  
**ODEON MOTORS, Ltd., Barnet, Herts.** Tel. Barnet 4103.  
**COOMBS & SONS (GUILDFORD), Ltd.,** for Rover sales and service.  
**MAIN agents for South-West Surrey—St. Catherine's Garage, Guildford 6207-9.** 10245

**SURREY MOTORS, Ltd., High St., Surrey—Rover's main dealers Sutton and district; spares and service—Tel. 4434.** 10214  
**NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and parts service—Marepair, Northampton.** Tel. 4540. 10520

**ROSENFELD for Rover; distributors for Lancashire and Cheshire—D. Rosenfeld, Ltd., 76, Deansgate, Manchester.** Tel. Deansgate 5456. 10506  
**PLYMOUTH, S. Devon, E. Cornwall—R. H. Hume & Co., Rover distributors service and spares specialists. Alexandra Rd., Plymouth.** Tel. 5053. 10641

## SINGER

**LONDON Distributors for the S.M. 1500.**  
**GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., London, W.1. Euston 6311. (C2023)**

**ORDERS accepted for future delivery—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2, Tel. 3664.** 10746  
**DISTRIBUTORS for S.M. 1500—O. E. Lavender (Motors), Ltd., New Street Garage, Aylesbury, Tel. 356. A full order accepted.** 10724

**SINGER—Birmingham and Midlands distributors—Henry Garner, Ltd., Showrooms, 221, High St., Derwent 12, Works; Alcester Rd., Moseley, 13.**

## STANDARD

**SALES, service, spares.**  
**STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.**  
**CARLIS AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Croy. 0286-3.** 10066

**ORDERS accepted for future delivery—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2, Tel. 3664.** 10743  
**J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent—137-146, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9.** 10200

---

## PARTS AND ACCESSORIES REPAIRERS ETC

**J. E. S. LOCKWOOD**, patent agent, White House, 111, New St., Birmingham. Handbooks free. 15050

**G**OWER & LEE, Ltd., supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (3 lines). (0833)

ENGINES rebored on your premises without removal from chassis, Van Norman process Hepolite piston. -Mayercraft Motors, 24, Lynton Rd., Hornsey, N.E. Mountview 4871. [0057]

2hp and 10cwt vans. Standard 8hp; your old engine taken in exchange; please quote car numbers.  
**BLACKBIRD HILL GARAGE, Ltd.,** Kingsbury, N.W.9.  
 Colindale 6134-5-6. (0657)







010 TEMPOURTES CO. LTD., 1908-1909-2, King's  
Cross Rd., London, W.C.1. Tel. Terminus 3061.



## SITUATIONS, BOOKS, HOTELS, GUEST HOUSES, ETC.

## SITUATIONS WANTED

**M**ECANIC side experience available, country preferred; accommodation required.—Box 0509. (1594)

**A**DVERTISER 28, experienced all sides, at present assistant to garage prop., seeks post; keen and reliable.—Further details, Box 0486. (1582)

**M**ECANIC, age 36, 20 years' experience (driving, sleeping; capable taking charge, private, commercial; accommodation or information of same desired).—Box 0496. (1516)

## BOOKS, ETC.

**A**UTOCARS, 7 July 1949 to date: offers.—51, North Park Ave., Leeds, 5. (1599)

**H**ANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. (1005)

**500** British, American and Continental automobile books; catalogue free.—Vivian Gray, Book-seller, Haywards Heath, Sussex. (0787)

**BRITISH** Repair Manual, comprehensive all cars commercial vehicles, s.a.c.—Publishers, Sales Service Ltd., 28-9, Southampton St., Strand, W.C.2. (1616)

**OFFERS** bound yearly editions "Autocar," 1952-10, condition good, also yearly bound copies "Motor Sport," 1952-41, unbound copies 1942-50.—Box 0427. (1566)

**DYKES** Automobile Encyclopedia invaluable for garages, motorists, students; 1,581 pages, 4,000 illus., new 1950 edition, over 500,000 copies sold; descriptive leaflet free.—Thomas Co. (DATO), 111, Buchanan St., Blackpool. (1099)

## HOTELS, GUEST HOUSES, ACCOMMODATION

**L**ONDON.—Home Court Hotel, Prince of Wales Terrace, Kensington High St., W.8. Wes 2840. Modern, R.S.B., 25/-, double 42/-. (1672)

**I**N the lovely Lammernairs, 32 miles from Edinburgh; Rathburn Hotel, Longformacus, Berwickshire. Fully licensed. Send for brochure. (1675)

**H**OVE.—Chatsworth Private Hotel, Salisbury Rd. First-class accommodation, 67 gnt. Excellent cuisine. Sun room. Five mins. sea.—Tel. 37501. (1593)

**M**IDHURST, Sussex. The Spread Eagle Hotel. For the Sussex seaboard and the South Downs, make your headquarters at this prime inn, steeped in history and hospitality.—Tel. Midhurst 18. (1658)

**D**EVON.—Longmeadow Hotel, Broadclyst, near Exeter. Country house hotel, perfect setting, 18 acres grounds. Country produce. Comfort. Excellent cuisine, h. & c. Six miles Exeter, on bus route. (1614)

**L**LEID VALLEY, Snowdonia.—Picturesque house beautifully situated above colorful mountain valley; Continental cooking; from 60/-; Bwlch Bach Guest House, Pont-y-Pant, Dolwyddelan, Caernarfonshire. Dolwyddelan 220. (1131)

## HOTELS, ETC.

**N**ORTH DEVON.—Easterbrook, 7, Yeo Vale Rd., Barnetaple, Bed, breakfast and evening meal if desired. Highly recommended. Terms moderate. (1575)

**K**ESWICK, Lake District.—Comfort, good food, lovely surroundings, large grounds; h. & c. all bedrooms.—Gale Cottage Private Hotel, Underkildale (Tel. Keswick 229). (1576)

**D**ISSNER, bed, breakfast, 16/-. Own produce. Good beds, good food, all mod. con. Six or eight guests only.—Sharlands House, Marham Church, Bude, Cornwall. Widemouth Bay 246. (1579)

## HOTEL GUIDES

**T**OURING! You need "Hotel Discoveries" and "Little Guide to Village Inns and Farmhouses." Each booklet 2/6, postage 2/-; A. T. Hilton, 45, Fleet St., Torquay. (1592)

**A**SHLEY COURTENAY recommended is your 24 guarantee of a good hotel irrespective of size. A descriptive account of some 600 of his personally inspected hotels will be found in "Let's Haft While in Britain." 360 pages, beautifully illustrated, 8/6 from your bookseller, or 9/- (post free) from Ashley Courtenay Ltd. (Dept. L.), 65, St. James's St., London, S.W.1. (1514)

## AUCTIONS, TENDERS, APPOINTMENTS, ETC.

## SEMI-DISPLAYED SECTION

## AUCTIONS

**D**INGWALL MOTORS LTD.

**M**OTOR A UCTION SPECIALISTS

THREE SALES WEEKLY—WEDNESDAY 2.30, FRIDAY 2.30 and SATURDAY 3 p.m.

Drive your car here and see it sold.

Selling commission 5% only, if sold.

Collection and delivery arranged, entries up to commencement of sale.

6-7, DINGWALL RD., CROYDON (1 MINUTE EAST CROYDON STATION), CRO. 3404.6.

**G**ODDARD, DAVISON & SMITH LTD.

MOTOR AND GENERAL AUCTION MART

**A**UCTION SALES EVERY MONDAY.

Plant, Equipment, Machinery, Tools, Accessories, and Miscellaneous Goods.

10 A.M.

**120 CARS COMMERCIAL VEHICLES, ETC.**

at

2 P.M.

SPECIAL DEPT. FOR SALE OF MOTOR BUSINESSES, GARAGES & FILLING STATIONS FOR SALE & WANTED.

Specialist Agents & Valuers to the Motor Industry.

**T**HE AUCTION HALLS.

PUTNEY BRIDGE APPROACH, S.W.6.  
Tel. Benson 6101.2.3.

**A**LDRIDGES

(Est. 1755)

**H**AVE BEEN SELLING MOTOR CARS BY AUCTION SINCE 1907.

**S**ALES HELD EVERY WEDNESDAY, at 2 p.m.

**A**PPROXIMATELY 75 Cars, Vans offered each week.

Valuations for all purposes.

**C**ATALOGUES, entry forms, etc., of the Auctioneers, MOTOR BUSINESS.

**E**STATE department has numerous enquiries for garages, filling stations and industrial premises also comprehensive register of businesses for sale

**A**LDRIDGES William Rd., N.W.1. Tel. Euston 2552 4515 and 2745. (1077)

## AUCTIONS

**A**UCTION sale of about 1,000 lots of Surplus Machine Tools, Workshop Plans and Commercial Vehicle Spare Parts for the Road Haulage Executive at 12-17, WARWICK STREET, BRIGHTON, 1, 11th, 12th and 13th June, 1952. Catalogues 6d post free. OLADDING, SON & WING, 8-11, PAVILION BUILDINGS, BRIGHTON, 1. (1614)

## TENDERS

**T**HE SOUTH WALES ELECTRICITY BOARD

**D**ISPOSAL OF TRANSPORT

TENDERS are invited for the purchase of a 1949 HUNTER SUPER SNIPE SALOON CAR which is in immaculate condition and having a mileage of 36,000.

The vehicle may be inspected at the Board's premises at St. Mellons, Nr. Cardiff, by arrangement only with the Board's Transport Officer at this address (Telephone No. St. Mellons 500).

Appointments for the inspection of the vehicle will be made by the Transport Officer up to and including the 15th June, 1952.

**D**G DODDS, SECRETARY.

ST. MELLONS,

CARDIFF.

30th May 1952

## BUSINESS OPPORTUNITY

**S**ITE FOR GARAGE AND SERVICE STATION adjoining Carpenders Park Station (Bakerloo Line) to be let on building agreement and lease for a term of 80 yrs. The site has a frontage of abt. 115ft to Prestwick Rd. and would serve primarily the L.C.C. Osney Estate (4,200 dwellings).

Applicants are invited to submit an offer of ground rent and a scheme of development for the site to the **DIRECTOR OF HOUSING AND VALUER (MR.)** COUNTY HALL S.E.1. (557)

## APPOINTMENTS

**R**EQUIRED IMMEDIATELY

**B**Y

**W**ELL-KNOWN **A**UTOMOBILE **E**NGINEERING

**F**IRM **I**N

**N**ORTH-WEST **D**ISTRICT

**D**ESIGNERS **A**ND **D**ETAIL **D**RAUGHTSMEN.

**J**IG **A**ND **T**OOL **D**RAUGHTSMEN.

**A**LSO

**P**LANNING **E**NGINEERS.

THESE VACANCIES OFFER GOOD CONDITIONS AND PROSPECTS TO SUITABLE APPLICANTS.

SALARY ACCORDING TO AGE, EXPERIENCE & QUALIFICATIONS.

**A**PPLY

**B**OX **N**O. 8021.

**A**UTOMOBILE **E**NGINEERING **F**IRM

**O**F **R**EPUTE

**I**N

**N**ORTH **W**ESTERN **A**REA

**H**AVE

**I**MMEDIATE **V**ACANCIES

**F**OR

**D**ETAIL **D**RAUGHTSMEN

**B**ETWEEN **T**HE **A**GES **O**F

**21** **A**ND **25** **Y**EARS **O**F **A**GE.

THESE VACANCIES OFFER GOOD TERMS AND CONDITIONS, ALSO EXCELLENT PROSPECTS FOR RIGHT TYPE OF APPLICANTS.

**A**PPLY **I**MMEDIATELY **T**O

**B**OX **N**O. 0201

GIVING AS MANY PARTICULARS AS POSSIBLE REGARDING EXPERIENCE ETC.

**MOTORISTS STOP!**

**AVOID DAZZLE  
DANGER!!**

**Make Night Driving  
a Pleasure**

Scientifically developed Dazzleproof lenses. Road-testing memory coated lens-screens at the top to reflect glare of oncoming headlights. In fog and darkness lower portion of lenses acts as a filter, giving clear vision. Gold-plated frames, mirrored hocky-and ear pieces, hinged joints with hinges and temple pads. Only by the purchase of a large quantity of frames, well known as the B.A.F. Mk. VIII Sun-Glass Frames, at a low price, and by placing a very large order for the lenses, have we been able to fix a price value below the actual value. Write for New Illustrated Catalogue, price 6d.

**25/-**

**P.A.F. L.**

**CLAUDE RYE LTD.**  
895-921 FULHAM ROAD, LONDON, S.W.6

**TONNEAU COVER**

For the New  
**MORRIS MINOR**  
**6 Guineas Complete**

Black, Fawn or Grey. Minimum amount of fitting required. Another reliable product of the Jeffries Group. Trade enquiries invited

SOLE AGENTS:

**ARDERNFIELD TRADING CO.,**  
ARDERNFIELD STREET, STOCKPORT

**GARAGE**  
Catalogue Free

Things illustrated: Best Practical Walls of corrugated asbestos-cement sheeting. Fibreglass and eschuteproof. Tromp-salvage. Other items available. **£42 10s. Od.**

Write for illustrated catalogue to:  
**Dept. A, MOLESEY SHEET METAL WORKS,**  
14 Grove Road - East Molesey - SURREY

**WASHLEATHERS**

Genuine Oil Tanned full-size Skins, approx. size 36" x 26" **£7.5.0** per doz. Sample sent on receipt of P.O. 13/-.

**FOREIGN ENQUIRIES INVITED**  
**JAMES STOTHERT LTD.**

Wholesale and Export  
**4, FITZGERALD ST., PRESTON**

**J.W.J.**  
**SECTIONAL BUILDINGS**

Do not decide on that garage until you have seen our range, we can offer you better value. Free Illustrated Catalogue on request. Dept. B.  
**HOLMFIRTH, YORKSHIRE**  
Telephone: 523.

**£50,000**

Immediate cash available for purchase of New Ball & Roller Bearings, all types. Steel Balls & Rollers. Top Prices Paid, small quantities accepted.

**CLAUDE RYE BEARINGS**  
895-921 FULHAM ROAD, LONDON, S.W.6  
Rearview 8174 (20 lines)

**Confidence**

is the greatest benefit tyres can bring to drivers and passengers alike. And, because their inbuilt strength and endurance has been proven beyond doubt, experienced motorists drive with the complete assurance of a mind at rest on

**B.T.R.**  
*Gilt-edged*

THE TYRE WITH THE GOLD LINE

BRITISH TYRE & RUBBER CO. LTD., HERGA HOUSE, VINCENT SQ., LONDON, S.W.1

**M.G. TD. CARRIERS CHROME**

Specialists made for TD's. Seamless tubing heavily chromed, plated all over, fixed in 10 minutes. No drilling required, greatly improves appearance. Postage and Packing 5/-, Price **£6 10s** (also obtainable from our Stockley Branch, 634 High Rd., N.12.1).  
**GEORGE GROSE LTD., LUDGATE CIRCUIS, LONDON, E.C.4.**

**"BEAU"  
LOOSE  
COVERS**

**PROTECT YOUR  
UPHOLSTERY AND  
ADD NEW BEAUTY  
TO YOUR CAR**  
*Quality and  
fit guaranteed*

**COMPLETE  
SETS from £6-15**

Available for car and van in cloth, silk and wool. Tens and Pail materials available. SEND FOR PRICE LIST AND PATTERNS.

Trade  
Enquiries  
Invited

**BENNETT**  
22, UPPER DUKE ST.,  
LIVERPOOL 1. Hops. 6284 S

**LOOSE COVERS**

**TAILORED LOOSE COVERS FOR ALL CARS.**

Pre-war models a speciality; in: —  
**BEDFORD** cord, cotton duck and other attractive fabrics, contrasting piped seams, from **£4-10-0** complete sets; prices and patterns on request.

**QUINN CROSSWAYS, HEXTABLE, SWANLEY KENT.** Telephone: Swanley Junction 2403

**PRE-WAR QUALITY CHROMIUM PLATING**  
**MURRIVAN LIMITED**

89, Tamworth Road, West Graydon, Gurney GPO 4709  
Specialists in Chromium Plating of all types of Car Equipment and Accessories.  
Collection and Delivery by our own Transport  
24 Hour Service for Re-silver Plating Reflectors  
Damaged parts repaired prior to plating, if requested  
All work fully guaranteed  
Trade Price List on application



**FIT THE GENUINE OILCOIL**

**SAVE PETROL** by fitting a Runbaken Oilcoil. Guarantees immediate starting, greater power, increased conservation. Free Runbaken Motorists or direct. Guaranteed 5 years. Send for interesting leaflet HIA.

**RUNBAKEN MANCHESTER 1**

**GARAGES**

ILFORD. Asbestos strips on wood frame, doors tongued and grooved timber (16ft. x 8ft.) **£35.**  
**BARNET.** Aluminium sheets on steel frames (16ft. x 8ft.) **£45.**  
Other sizes made.

Tel. 2645. **A. E. HEADEN,**

"The Mallus" High St. Putney Bar, Widd.

**BANISH BATTERY CORROSION**

WITH THE E.V. NON-CORROSIVE WASHER also BATTERY CHARGING CHARGER.

**SOUTH EASTERN BATTERY & E. Co.**  
375 Queen's Road, New Cross, S.E.14.

**250,000**

NEW BALL RACES, ROLLER, THRUST AND TIMKEN RACES IN STOCK. ADVISE REQUIREMENTS.

**CLAUDE RYE BEARINGS**  
895-921 FULHAM ROAD, LONDON, S.W.6  
Rearview 8174 (20 lines)





DOMINION-  
the driving  
spirit!



Distributors:

National Benzole Company Limited

Wellington House, Buckingham Gate, London, SW1

*Motorists!*

**SOUND YOUR APPROACH**

**HIGH NOTE**

**LOW NOTE**



**MODEL  
WT 614**

**POWERFUL  
PENETRATING  
PLEASANT**

**LUCAS**

These horns give a powerful and resonant warning, yet distinctive and pleasing. They are relatively light and compact for their power, easy to fit, and are supplied in blended pairs, one high note and one low note, operated simultaneously to give a mellow and harmonious signal. Finished in polished ebony black, complete with cables, instructions, etc. Order now from your local garage or nearest Lucas agent.

**Prices:**

12-volt, £3. 17. 6 per pair.

6-volt, £4. 7. 6 per pair.  
(includes necessary relay set)

## **TWIN WINDTONE HORNS IN MATCHED PAIRS**

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND